May 27, 1924. 1,495,492

L. LINEBAUGH

SPRING COMPRESSOR

Filed Aug. 30, 1923

Fig. 1.

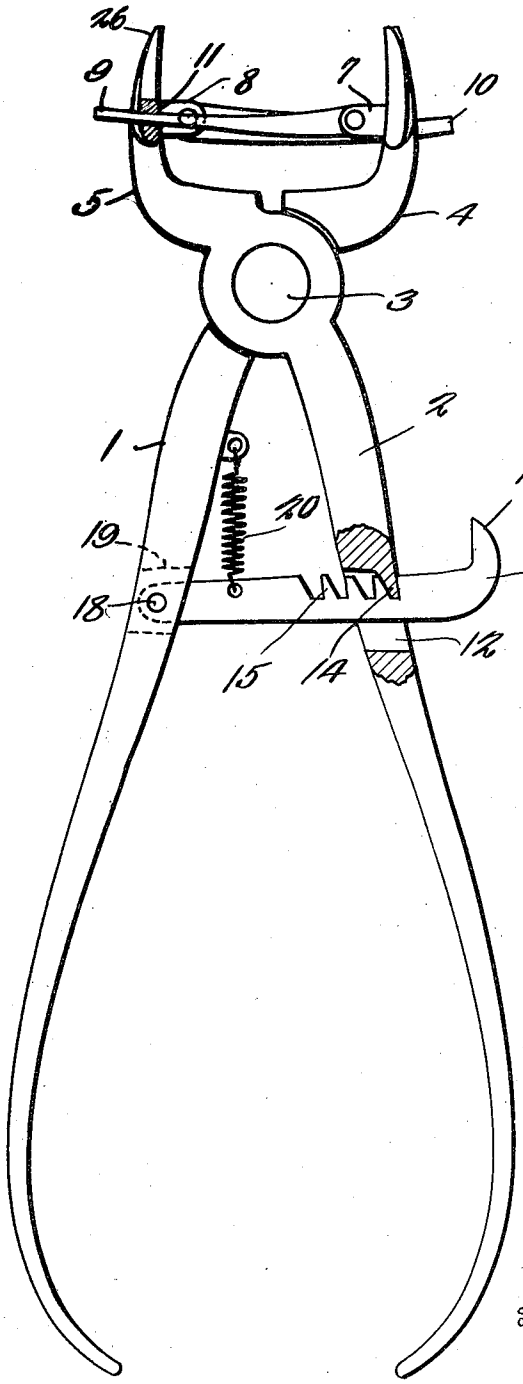
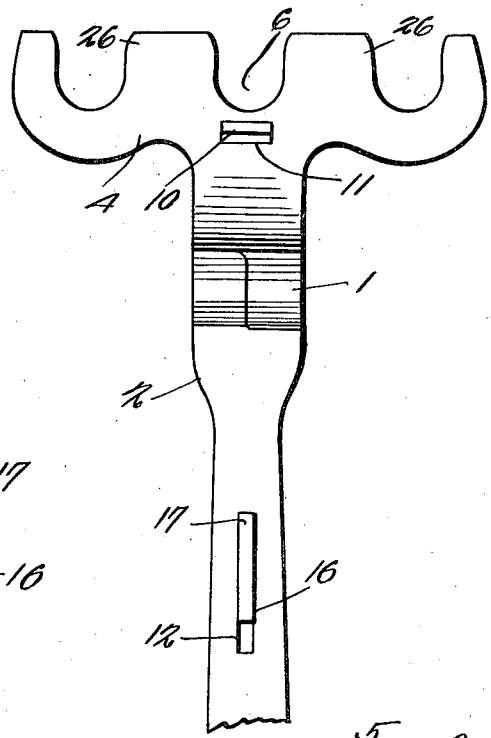


Fig. 2.



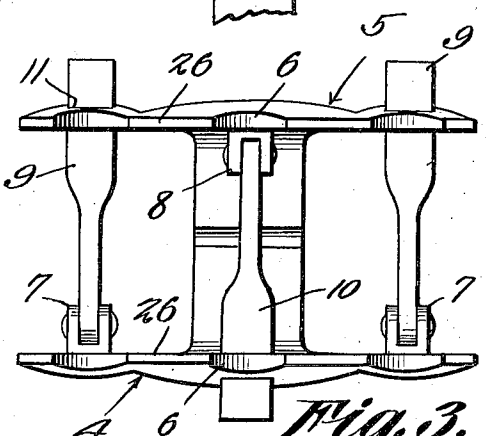


Fig. 3.

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UNITED STATES PATENT OFFICE.

LEWIS LINEBAUGH, OF ASHLAND, NEBRASKA.

SPRING COMPRESSOR.

Application filed August 30, 1923. Serial No. 660,196.

To all whom it may concern:

Be it known that I, LEWIS LINEBAUGH, a citizen of the United States, residing at Ashland, in the county of Saunders and State of Nebraska, have invented a new and useful Spring Compressor, of which the following is a specification.

This invention aims to provide novel means for compressing the springs of the transmission bands in a Ford car and for holding simultaneously, the washers on nuts on the members wherewith the bands coact.

It is within the province of the disclosure to improve generally and to enhance the utility of devices of that type to which the invention appertains.

With the above and other objects in view, which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that, within the scope of what is claimed, changes in the precise embodiment of the invention shown can be made without departing from the spirit of the invention.

In the accompanying drawings:

Figure 1 shows in side elevation, a device constructed in accordance with the invention, parts being broken away; Figure 2 is an elevation wherein the structure is viewed at right angles to the showing of Figure 1; and Figure 3 is an end elevation.

The tool forming the subject matter of this application comprises crossed levers 1 and 2 which are pivotally connected at their point of crossing, as marked by the numeral 3. The lever 1 has a jaw 4 and the lever 2 has a jaw 5, the jaws being convexed, or curved slightly, so that when they are advanced toward each other, they will grip and retain the springs which are to be compressed. In their ends, the jaws 4 and 5 are equipped with seats or notches 6 defining fingers 26. On the inner surface of the jaw 1 there are outer lugs 7, the jaw 5 being equipped on its inner surface with an intermediate lug 8. Outer thrust members 9 are pivoted to the lugs 7 of the jaw 4 and an intermediate thrust member 10 is pivoted to the lug 8 of the jaw 5. The outer thrust members 9 slide in the jaw 5 and the intermediate thrust member 10 slides in the jaw 4, the jaws 4 and 5 being equipped with openings 11 wherein the thrust members are slidably received, as aforesaid. The thrust members 9 and 10 are slightly curved, as clearly indicated in Figure 1 of the drawings.

The lever 2 is provided intermediate its ends with a slot 12 forming a keeper 14 adapted to cooperate with the teeth 15 of a latch 16, equipped at one end with a finger piece 17, the other end of the latch being pivotally mounted at 18 in the slot 19 formed in the lever 1. A retractile spring 20 is secured at one end to the lever 1 and is secured at its other end to the latch 16 and serves to hold the teeth 15 of the latch 16 yieldably engaged with the keeper 14.

In practical operation, the bolts or connections which extend between the ends of the transmission bands on a Ford car are received in the seats 6 of the jaws 4 and 5, the springs being engaged by the fingers 26. When the levers 1 and 2 are pressed together, the jaws 4 and 5 will move toward each other and compress the springs, the springs being retained owing to the fact that the jaws 4 and 5 are curved slightly, and extend toward each other at their free ends. When the levers 1 and 2 are pressed toward each other, the teeth 15 of the latch 16 click over the keeper 14 and engage with the keeper, thereby preventing the levers 1 and 2 from swinging apart, and the spring, therefore, being held under compression. The latch 16 may be disengaged from the keeper 14 at any time, by swinging the latch on its pivotal mounting 18, the spring 20 being elongated, and reacting, as soon as the latch 16 is released, to cause the teeth 15 of the latch 16 to engage with the keeper 14.

As the jaws 4 and 5 move toward each other, to compress the springs the outer thrust members 9 are carried in one direction, and the intermediate thrust member 10 is carried in an opposite direction. The thrust members, cooperating with the wash-

ers and the nuts on the members which cooperate with the transmission bands hold the washers and the nuts in place, and prevent them from moving inwardly to a point between the ends of the transmission bands.

What is claimed is:

In a tool of the class described, pivotally connected levers provided with jaws, and a thrust member pivoted to each jaw, the thrust member of one jaw being mounted slidably in the other jaw.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

LEWIS LINEBAUGH.

Witnesses:
W. J. LEHR,
D. GRIMES.