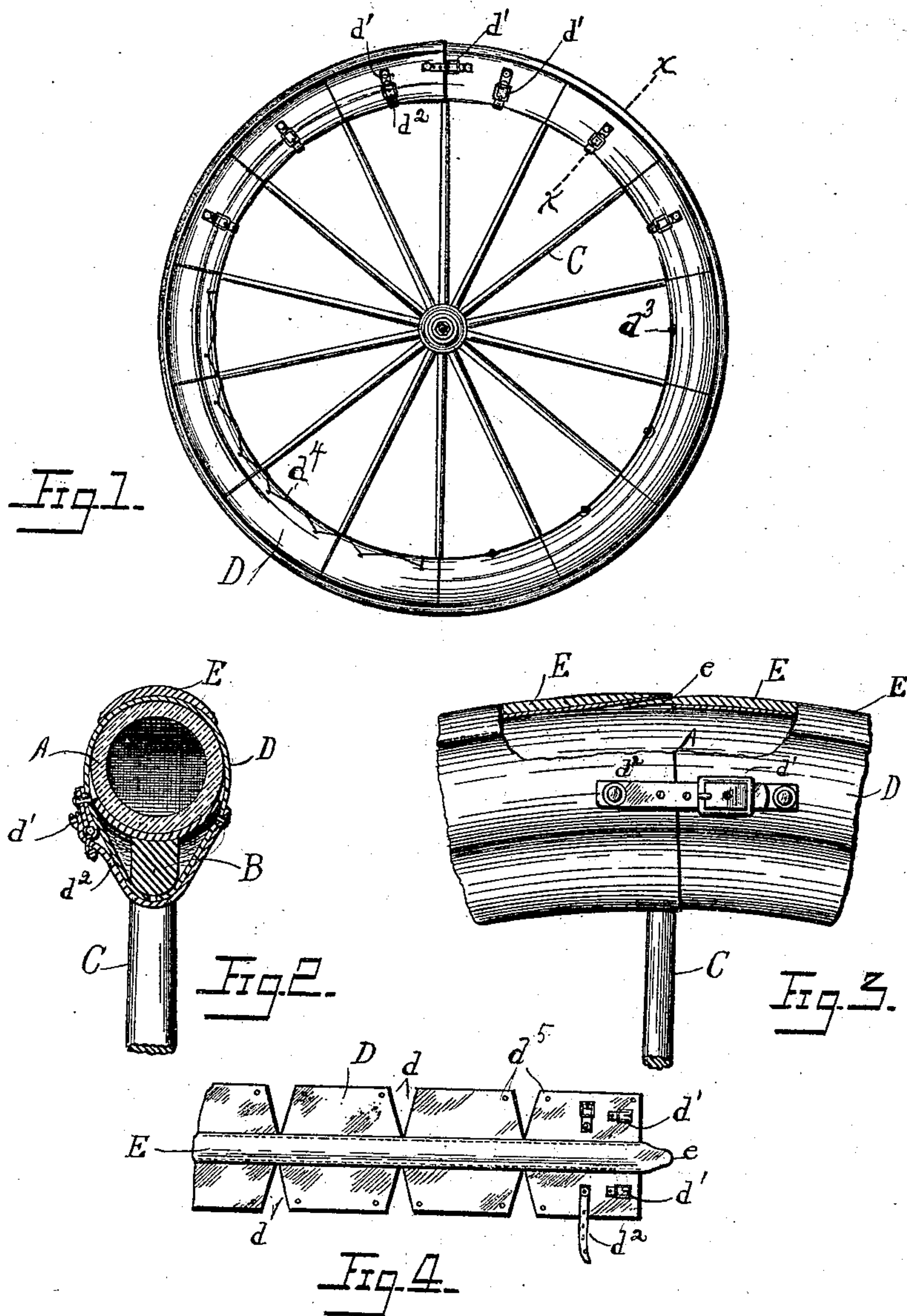


(No Model.)

O. D. SHANK.
COVER FOR PNEUMATIC TIRES.

No. 496,909.

Patented May 9, 1893.



Witnesses.
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UNITED STATES PATENT OFFICE.

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COVER FOR PNEUMATIC TIRES.

SPECIFICATION forming part of Letters Patent No. 496,909, dated May 9, 1893.

Application filed October 10, 1892. Serial No. 448,362. (No model.)

To all whom it may concern:

Be it known that I, OREY D. SHANK, a citizen of the United States, and a resident of Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Covers for Pneumatic Tires, of which the following is a specification.

The object of my invention is to provide a convenient cover to protect pneumatic tires, and particularly those employed on trotting sulkies, while the vehicles are being shipped on cars or drawn over rough roadways that are liable to puncture or injure the pneumatic tube.

The invention will be first described fully in connection with the accompanying drawings, and will then be particularly referred to and pointed out in the claims.

Referring to the drawings, in which like parts are indicated by similar reference letters wherever they occur throughout the various views, Figure 1 is a side elevation of a sulky wheel having my cover applied to it. Fig. 2 is a transverse section upon an enlarged scale taken through the same on line *xx*. Fig. 3 is a detail view in side elevation upon the same scale as Fig. 2, with a portion of the cover broken away. Fig. 4 is an exterior plan view of the meeting end of the cover, as it appears before the side openings are closed to give the circular form. This view is upon the same scale as Fig. 1.

Referring to the parts: A represents the customary pneumatic tire; B, the felly, and C the spokes of a sulky wheel. The base, D, of the cover I prefer to make of a strip of stout canvas or sail cloth, from the opposite edges of which triangular pieces are cut, forming the openings, *d*, (Fig. 4.) By bringing these edges together the strip is brought to substantially conform to the rim of the wheel.

Upon the exterior longitudinal center of the strip D is secured a strap E of leather, rubber or other flexible material of sufficient thickness to render it difficult to penetrate. The edges of the strap E are chamfered to permit it to easily conform to the shape of the tube A, and also to admit of its being easily stitched upon the canvas base D. One of the meeting edges of the strap E is also chamfered, and the opposite edge is provided with a

tongue, *e*, which is also chamfered or beveled to pass easily under the opposite chamfered meeting end of the strap.

Upon one of the meeting edges of the canvas D are secured buckles, *d'*; and upon the opposite edge are secured straps, *d''*, to engage the buckles and hold the meeting edges together. Similar straps and buckles are secured upon the edges of the base D, opposite each other, to close the edges of the cover around the felly. I have also shown on Fig. 1, in addition to the strap and buckle fastenings, two equivalent methods of fastening the edges of the base D around the rim of the wheel; the one, *d'''*, being the common glove fastening, or button; and the other a lacing cord, *d''''*. When the latter is employed the eyelets, *d'''''*, (see Fig. 4) may be made in the angle corners of the strip D formed by the side edges and triangular openings, in which case the edges of the triangular openings may be overlapped to make the eyelets in the opposite angles register, when the lacing cord may be passed through both, and thus the necessity of securing said edges together as shown in Fig. 1 is obviated. This would be however but an inferior form of my invention. I have found that the leather strap secured upon the cover, as shown, fully protects the tube, and when the wheels are so covered the sulky may be driven over rough roads, or used for exercising the horse upon the track. But for training purposes I prefer to form the cover of vulcanized rubber, and when so formed the thickened central part, and the flaps upon each side of it by which the cover is secured upon the rim, are preferably formed integral. But it is cheaper to sew the strap, whether of leather or rubber, upon the canvas base.

What I claim as new, and desire to secure by Letters Patent, is—

1. A removable cover for pneumatic tires consisting of the base strip, having its longitudinal edges notched, a strap having chamfered edges secured centrally on said base, buckles secured upon one end of the base on opposite sides of the straps, straps to engage said buckles secured upon the opposite end to draw the meeting edges together, and fastenings upon the longitudinal edges of the

base strip to secure the cover around the tire and rim of a wheel, substantially as shown and described.

2. In a removable cover for pneumatic tires,
5 the combination of the base strip D, the strap E secured on the longitudinal center of said base and having a protruding tongue on one end, said tongue and the under side of the strap upon the opposite end being chamfered
10 to allow the tongue to pass under the strap, the buckles d' and straps d^2 secured upon the

opposite ends of the base strip to draw and hold the ends together, and similar buckles and straps secured in the longitudinal edges of said base, and hold the cover around the 15 tire of a wheel rim, substantially as shown and described.

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Witnesses:

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