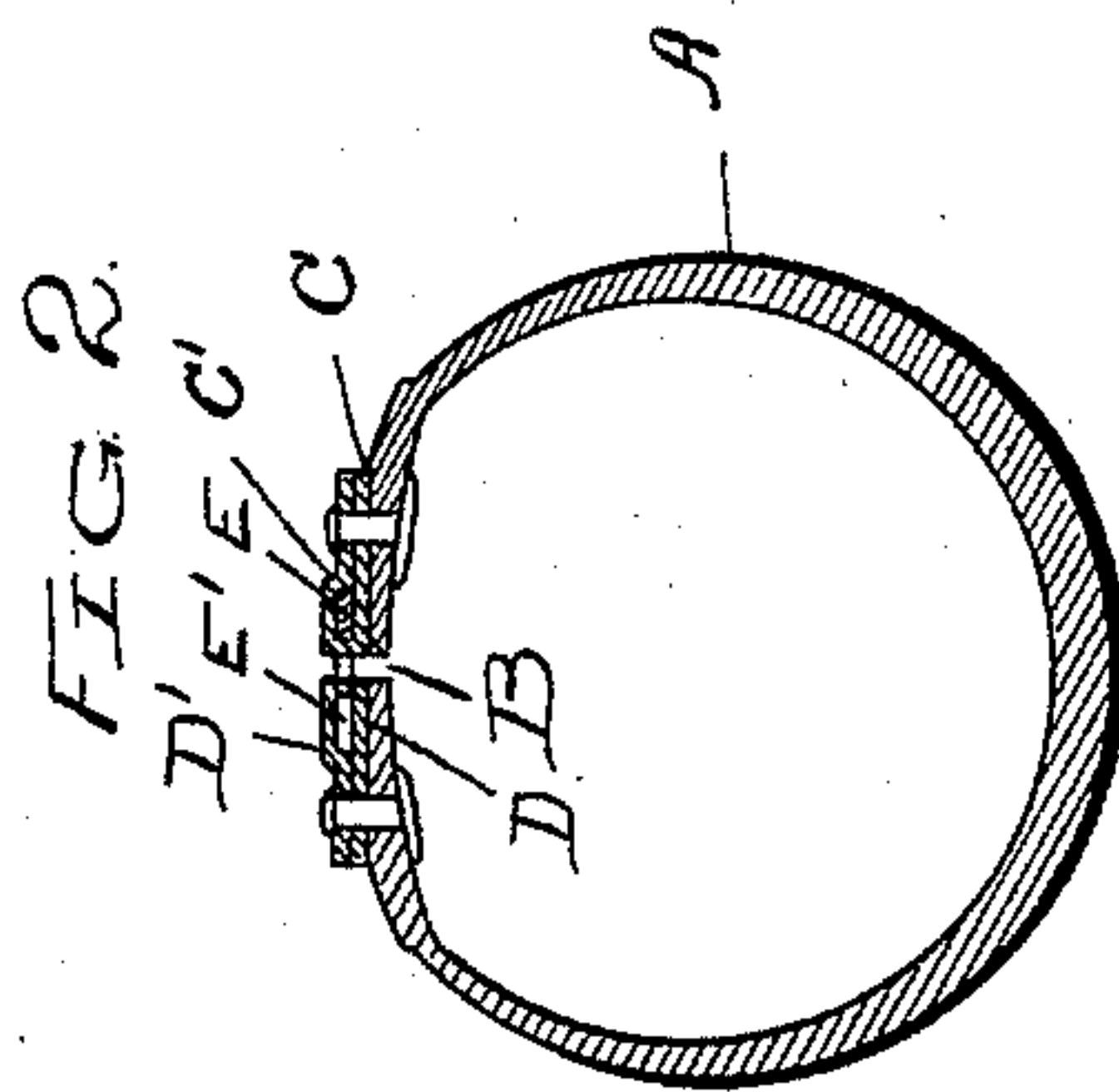
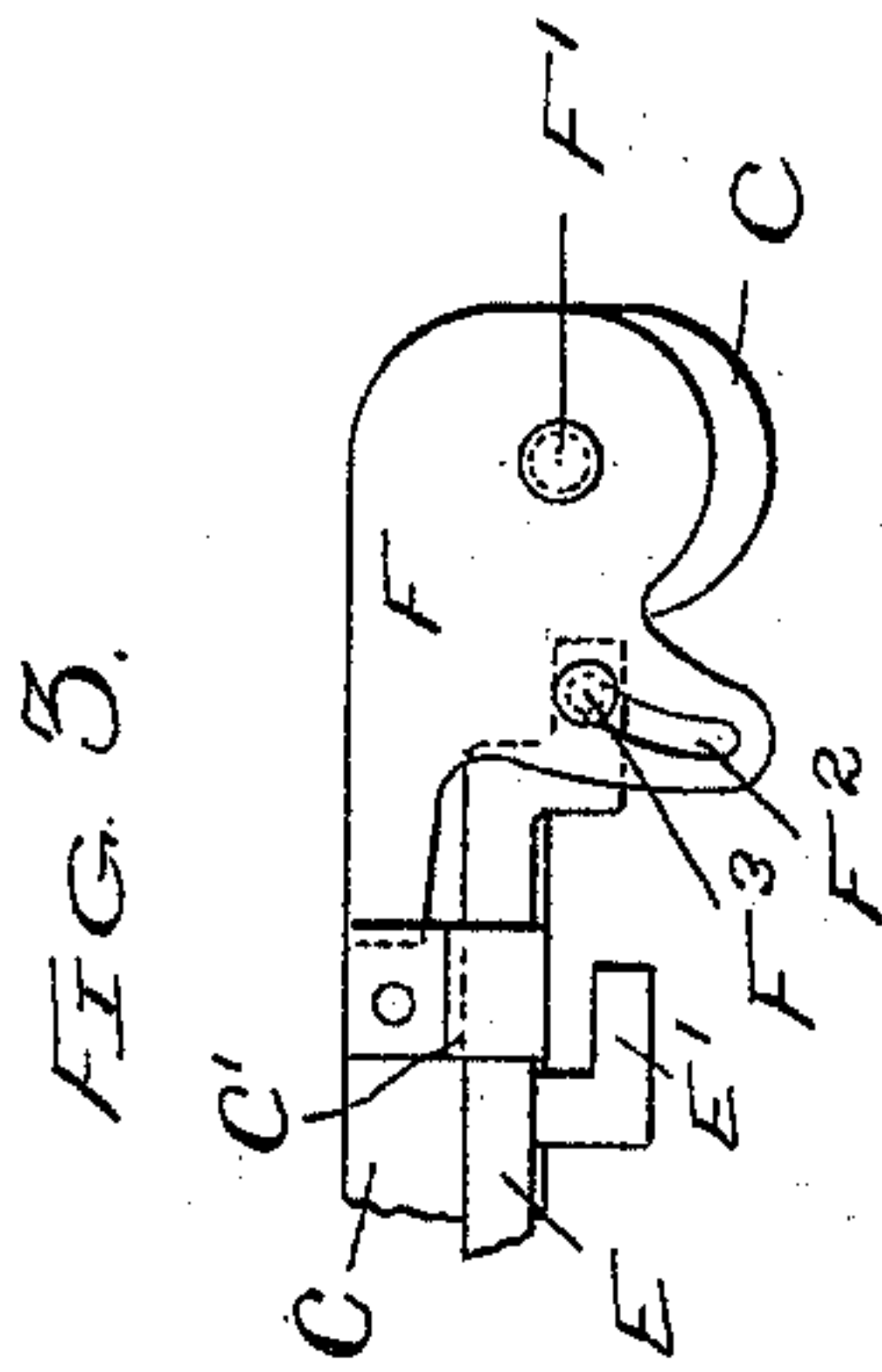
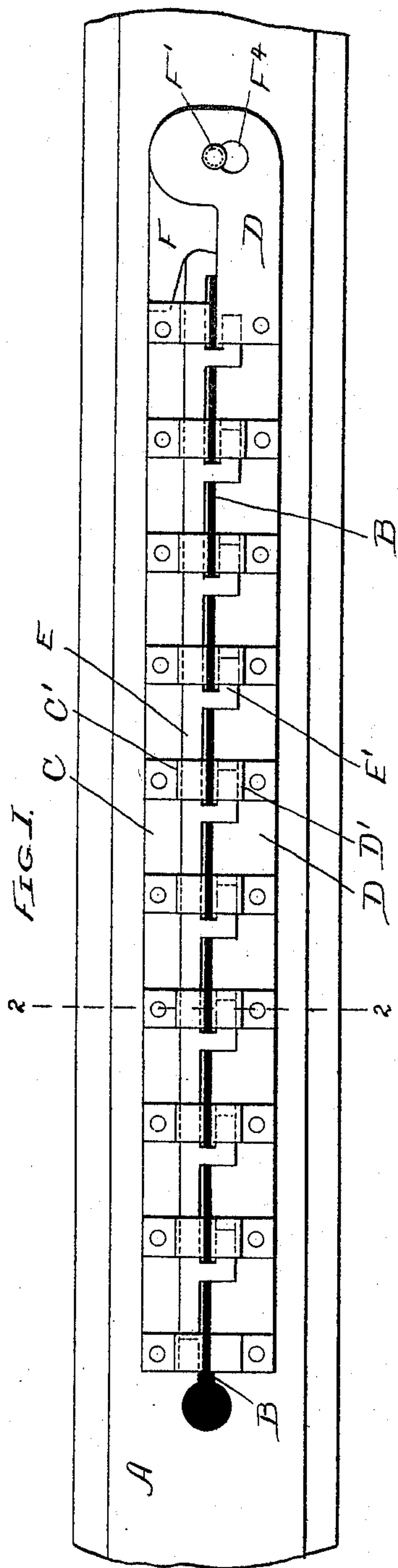


(No Model.)

S. KOHN.  
BICYCLE TIRE.

No. 585,679.

Patented July 6, 1897.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

SAMUEL KOHN, OF CHICAGO, ILLINOIS.

## BICYCLE-TIRE.

SPECIFICATION forming part of Letters Patent No. 585,679, dated July 6, 1897.

Application filed April 26, 1897. Serial No. 633,864. (No model.)

*To all whom it may concern:*

Be it known that I, SAMUEL KOHN, a citizen of the United States, residing in Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Bicycle-Tires, of which the following is a specification.

This invention relates to a fastening which may be employed in lieu of the lacing commonly used to close the slit in the casings of bicycle-tires through which access is had to the air-tube.

My object in the invention has been to provide a fastening for closing such slits which shall be perfectly secure and which can be released in an instant of time and as quickly closed.

The invention consists in the novel devices and in the novel combinations of parts and devices herein shown and described, and specified in the claims.

In the drawings forming a part of this specification, and in which similar letters of reference indicate like parts in all the figures, Figure 1 is a plan view of that portion of the tire which is usually slit and with my fastening applied. Fig. 2 is a cross-section on the line 2 2 of Fig. 1, and Fig. 3 is a detail showing the operating and locking lever.

In said drawings, A represents the casing, and B the inner opening or slit therein, through which the air-tube is inserted. Along each side of this opening and preferably riveted to the casing I place strips of spring metal C and D, each provided with guides C' and D', respectively, and which may be formed of tongues integral with the strips, if desired. The guides C' form a slideway in which a sliding bar E may move longitudinally of the fastening, and the guides D' form sockets or loops which are adapted to receive and engage the points of the right-angled hooks E', attached to or are integral with said sliding bar and extending from said bar toward the opposite side of the opening. These hooks are preferably provided in sufficient numbers so that there may be one for each of the loops D'.

It will be apparent from the above description that when the sides of the opening are brought together they may be locked simply by moving the sliding bar in such direction

as will carry the hooks into engagement with the guides D', and that to release the fastening it is only necessary to move said bar in the opposite direction sufficiently to carry the hooks out from under said guides, neither operation requiring more than a few seconds of time.

In order to operate the slide, I provide a lever F and pivot it to the end of the strip C by a pivot F'. Said lever is provided with an eccentric slot F<sup>2</sup>, through which passes a stud F<sup>3</sup> upon the sliding bar. The end of the lever sets under one of the guides C' when in the closed position, and in the closed position the lever locks the bar against any movement whatever. If this lever is turned so as to carry its free end outward, it will force the sliding bar in the direction which will release the hooks, and if swung back into the position shown in the drawings it will slide the bar in the direction needed to cause the locking action by the hooks. The pivot F' of this lever is passed through the strip D, and the opening in said strip is enlarged, as shown at F<sup>4</sup>, in order that the two metal strips may be wholly separated after the fastening is unlocked and thus give ample opportunity for the insertion or removal of the air-tube.

The strips and the sliding bar are all made of thin spring metal, so that they may readily conform to the rim of the wheel, and the entire device is flat and does not fill up the hollow of the rim nor lift the tire out of it, being as unobjectionable in this regard as the ordinary lacing. I prefer to use a rivet at each of the guides C' and D', as shown.

My device is equal in efficiency to the ordinary lacing, and it enables the opening and closing of the tire in a fraction of the time required by the lacing and with much less trouble.

It will be noticed that the guides C' and D' are separated from each other, so that they do not interfere with the flexure of the metal strips to which they are attached, the open spaces between the guides being formed of a single thickness of metal and being preferably considerably longer in a direction longitudinal of the fastening than are the guides.

I claim—

1. The combination with the tire-casing of metallic guides at one side of the slit therein,



and a sliding bar moving in said guides and provided with hooks engaging interlocking devices at the other side thereof, substantially as specified.

- 5     2. The combination with a tire-casing of metallic strips at each side of the slit therein, both provided with guides, and a sliding bar held in position by the guides on one strip, and provided with hooks engaging the guides  
10 upon the other strip, substantially as specified.

3. The combination with a tire-casing of a sliding bar at one side of the slit therein, means for holding and guiding said bar, and  
15 loops or engaging devices at the other side of said slit adapted to interlock with hooks carried by said bar, substantially as specified.

4. The combination with the tire-casing, of

the sliding bar having hooks, essentially as described, and devices for interlocking with 20 said hooks, and means for sliding said bar, substantially as described.

5. The combination with the tire-casing, of the sliding bar having hooks, essentially as described, and devices for interlocking with 25 said hooks, and means for sliding and locking said bar, substantially as described.

6. The combination with the tire-casing, of the sliding bar having hooks, essentially as described, and devices for interlocking with 30 said hooks, and a swinging lever F having an eccentric slot, substantially as specified.

SAMUEL KOHN.

Witnesses:

H. M. MUNDAY,

LEW. E. CURTIS.