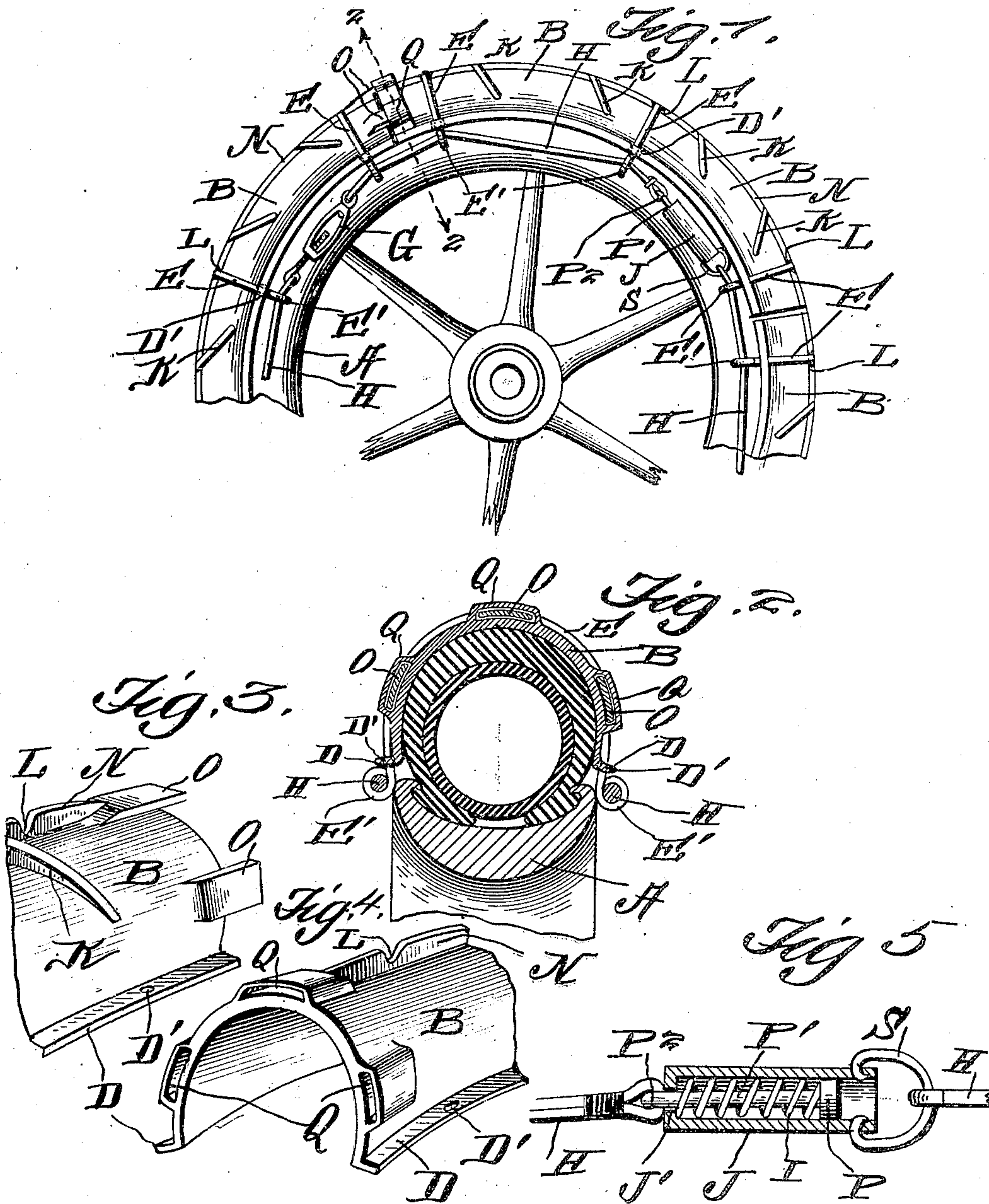


J. WILMES.
TIRE PROTECTOR.

APPLICATION FILED SEPT. 20, 1909.

958,053.

Patented May 17, 1910.



Witnesses

A. J. Brown
A. L. Hough

Inventor

John Wilmes.

By

Franklin D. Hough

Attorney

UNITED STATES PATENT OFFICE.

JOHN WILMES, OF MAQUOKETA, IOWA.

TIRE-PROTECTOR.

958,053.

Specification of Letters Patent.

Patented May 17, 1910.

Application filed September 20, 1909. Serial No. 518,588.

To all whom it may concern:

Be it known that I, JOHN WILMES, a citizen of the United States, residing at Maquoketa, in the county of Jackson and State of Iowa, have invented certain new and useful Improvements in Tire-Protectors; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marks thereon, which form a part of this specification.

This invention relates to new and useful improvements in protecting devices for tires and consists of a simple and efficient device made up of sections and adapted to be held by means of a cable to the rim of a wheel and over the tire.

The invention comprises various details of construction, combinations and arrangements of parts which will be hereinafter fully described and then specifically defined in the appended claim.

I illustrate my invention in the accompanying drawings, in which:—

Figure 1 is a side elevation of a wheel showing my protecting plates applied thereto. Fig. 2 is a sectional view on line 2—2 of Fig. 1. Fig. 3 is a detail perspective view of one meeting end. Fig. 4 is a similar view of the meeting end of an adjacent section, and Fig. 5 is a detail sectional view showing a yielding mechanism for the cable.

Reference now being had to the details of the drawings by letter, A designates the rim of a wheel and B, B the sections of the protecting device which are substantially semi-cylindrical and have outwardly turned flanging ends D which are apertured as at D' for the reception of the tie wires E which pass therethrough and each of said tie wires has an eye E' for the reception of a cable H. Each of said sections, as shown clearly in Fig. 1 of the drawings, is provided with ribs K and a central longitudinal rib N provided for the purpose of preventing the wheel from skidding, and the meeting ends of two of the sections, as shown in Figs. 3

and 4 of the drawings, are provided one with the integral lugs O and the ends of the adjacent section with the sockets Q, which lugs are adapted to telescope within said sockets in the manner shown in Fig. 1 of the drawings and adapted to hold together the two sections thus joined. There are two of said cables H, one upon either side of the rim and adapted to engage the eyes in the manner shown clearly in Fig. 2 of the drawings.

A tension device, consisting of a shell J closed at one end and provided with an aperture J', is adapted to contain a coiled spring I bearing between one end of said shell and the head P of the rod P' which has an eye P² engaged by the cable. A stirrup-shaped strap S is fastened in apertures in the walls of said shell and to which an end of the cable is attached as shown. A turn buckle, designated by letter G, is mounted between two end sections of the cable whereby the tension of the cable may be regulated.

Referring to Figs. 3 and 4 of the drawings, it will be seen that each of the sections is provided with a notch or groove L in which are the tie wires C which, when adjusted in place, would be protected from unnecessary wear by the projecting rib N.

When the sections are adjusted together in the manner shown and the tie wires applied, the cables are strung through the eyes in the ends of the tie wires and the ends drawn tightly against the surface of the tires, as shown clearly in Fig. 2 of the drawings, thus thoroughly protecting the same and affording means for preventing skidding of the wheel.

What I claim to be new is:—

A protecting device for tires comprising a series of concaved segmental plates having longitudinal flanges at the edges thereof which are apertured, the outer surface of each of said plates having a centrally disposed rib with recesses therein, sockets formed upon the outer surface of each plate adjacent to its end, lugs upon the adjacent end of the plate and projecting beyond its end, said sockets of one plate adapted to

receive the lug upon an adjacent plate, bail-shaped wires engaging the recesses in said rib and passing through the apertures in said flanges and having eyes at their ends, a
5 cable passing through said eyes and adapted to hold the plate together and over a tire, as shown and described.

In testimony whereof I hereunto affix my signature in the presence of two witnesses.

JOHN WILMES.

Witnesses:

M. MAHONY,
E. E. PANGBORN.