

W. H. CLARK.  
RESILIENT VEHICLE TIRE.  
APPLICATION FILED SEPT. 19, 1910.

995,115.

Patented June 13, 1911.

Fig. 1.

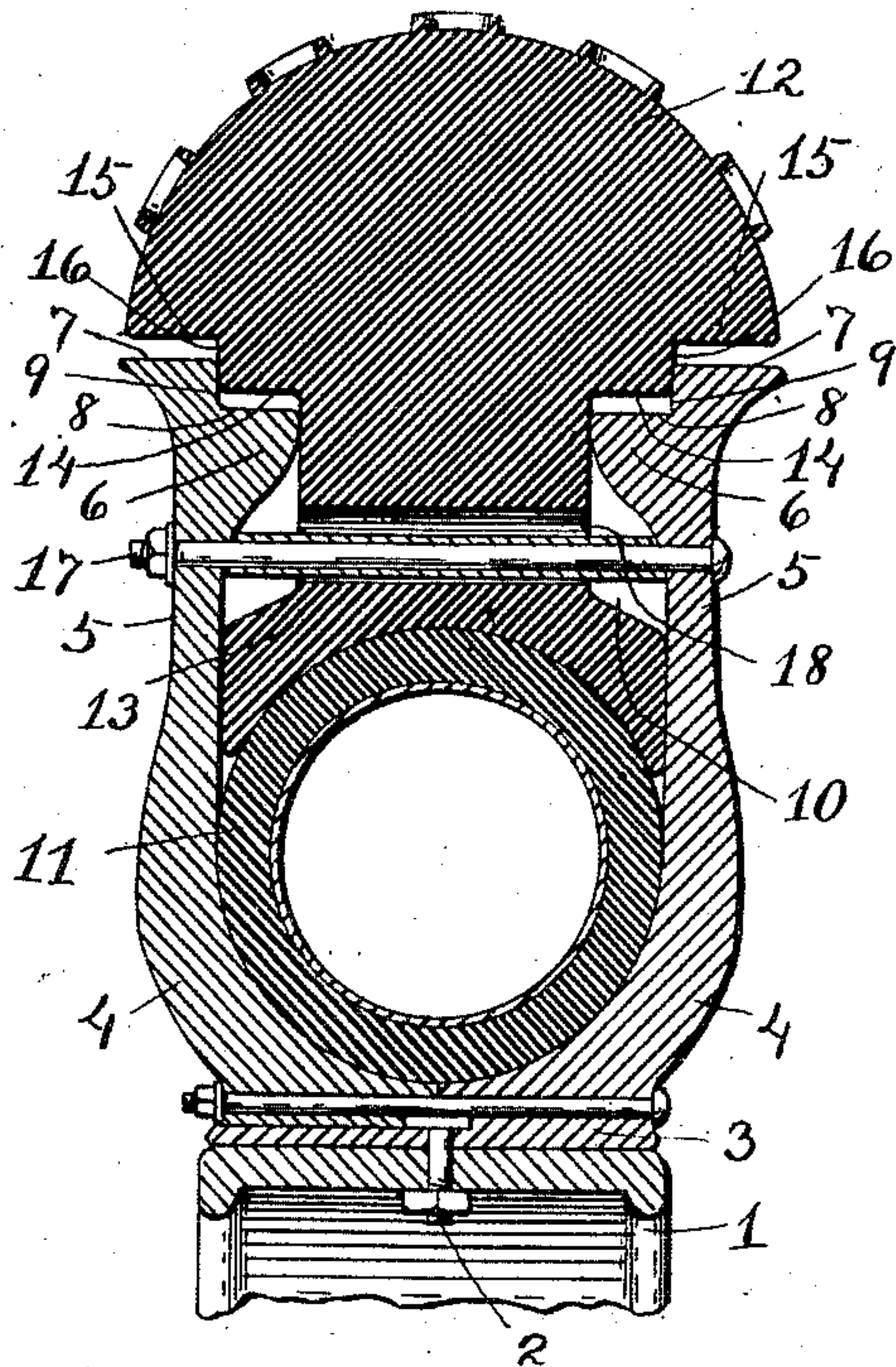
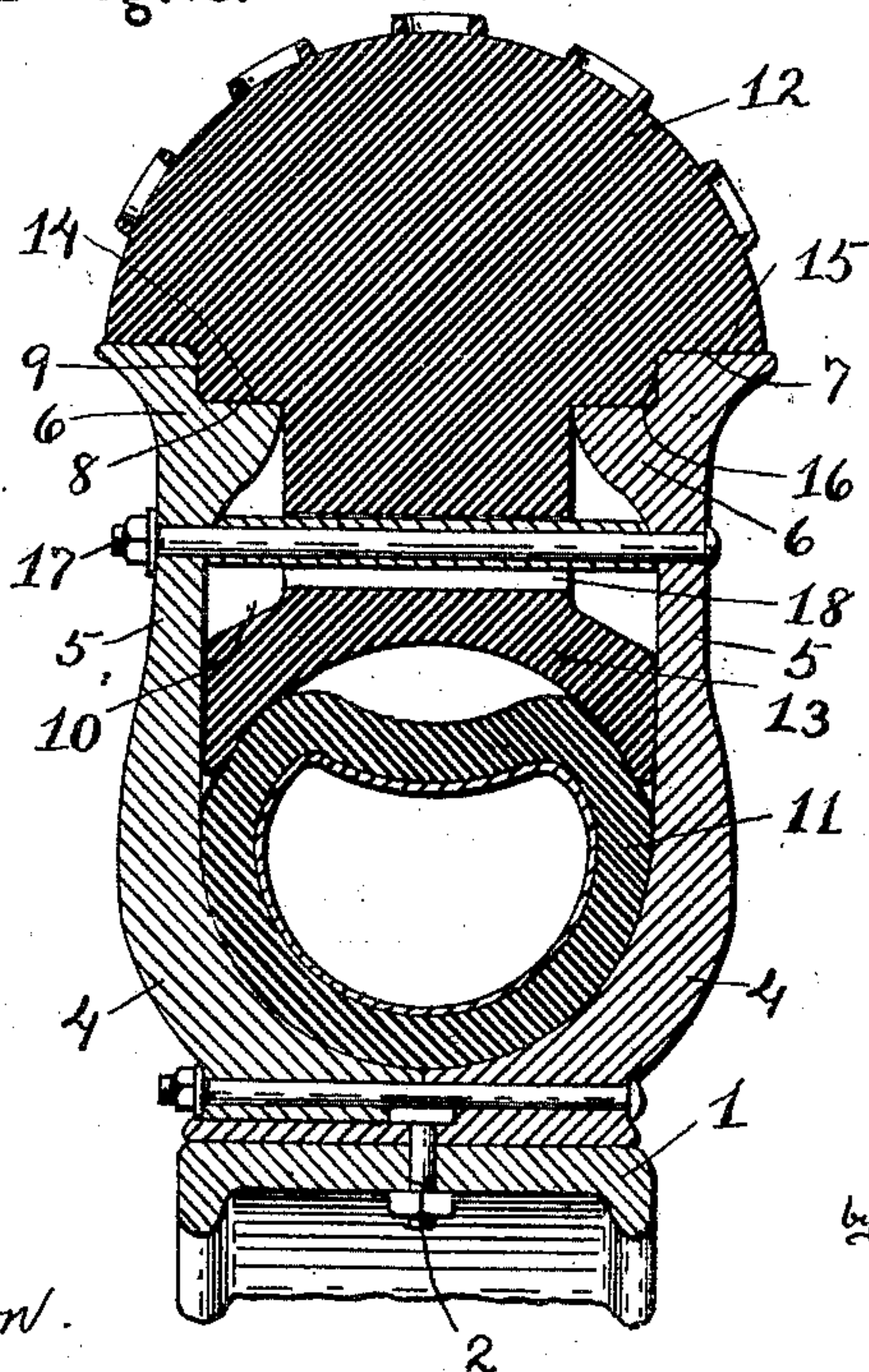


Fig. 2.



Witnesses

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# UNITED STATES PATENT OFFICE.

WARREN H. CLARK, OF WEST BURLINGTON, NEW YORK.

RESILIENT VEHICLE-TIRE.

995,115.

Specification of Letters Patent. Patented June 13, 1911.

Application filed September 19, 1910. Serial No. 582,778.

*To all whom it may concern:*

Be it known that I, WARREN H. CLARK, a citizen of the United States, resident of West Burlington, in the county of Otsego and State of New York, have made a certain new and useful Invention in Resilient Vehicle-Tires; and I declare the following to be a full, clear, and exact description of the same, such as will enable others skilled in the art to which it appertains to make and use the invention, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 is a radial cross section of my tire as applied showing the pneumatic tube as inflated. Fig. 2 is a similar view showing the pneumatic tube as deflated.

The invention has relation to combined pneumatic and cushion tires, and it consists in the novel construction and combinations of parts, as hereinafter set forth.

In the accompanying drawings illustrating the invention, the numeral 1 designates the felly of the wheel, to which is clamped by bolts 2, 2, a carrier member or annulus 3, composed of sections 4, 4, having opposed annular spring flanges 5, 5. This carrier member is provided with inward projecting portions 6, 6, located at the outer portions of the flanges thereof, said portions extending toward each other and having annular shoulders 7 and 8, the inner shoulder 8 being rabbeted and lying within the outer shoulder, a plane vertical annular wall 9 intersecting said shoulders and being located between the same.

Fitting in the channel 10 between the lateral spring flanges is a pneumatic tube annulus 11, a cushion strip annulus 12 having an inward extending central annular contracted portion 13 bearing upon the pneumatic tube and annular shoulders 14 and 15 at each side located without and separated from said contracted portion, said shoulders being intersected by plane vertical walls 15, 15, located between the same, the outer shoulders 15 in this case being rabbeted and adapted to bear should the pneumatic tube become deflated upon the shoulders 7, 7, of the spring flanges the inner shoulders 16, 16 of the cushion strip being at the same time

adapted to bear upon the inner rabbeted shoulders 8, 8, of said flanges, the vertical walls 9, 9, of the cushion strip having neat but slidable engagement with the vertical walls 15, 15, of the flanges. Thus the cushion strip rests normally upon the inflated pneumatic tube, with the shoulders thereof raised from the shoulders of the spring flanges, the transverse bolts 17, 17, connecting said flanges and working in radial transverse slots 18, 18, of the cushion strip allowing free movement of the cushion strip inward and outward in its seat and the vertical walls of the cushion strip and spring flanges having slidable engagement with each other, which in connection with the slidable engagement of the free ends of the portions 6, 6, of said flanges with the central contracted portion of the cushion strip will effectually brace said strip against lateral movement.

Should the pneumatic tube become deflated, the cushion annulus will sink in its seat and take an extended bearing at its double shouldered portion at each side against the double shouldered portions of the spring flanges, thus preventing cutting of the marginal portions of the cushion strip, while at the same time owing to the engagement of the vertical walls of the cushion strip and the spring flanges, lateral movement of said strip is prevented, and the transverse bolts connecting said flanges relieved of strain.

Having thus described my invention, what I claim as new and desire to secure by Letters Patent is:—

A combined pneumatic and cushion tire, composed of annular clamp strips provided with outward extending flanges including an interval therebetween, said flanges having at their outer free ends each an outer annular shoulder, an inner rabbeted annular shoulder, and an inner plane annular lateral wall connecting the inner and outer shoulders, an annular pneumatic tube located at the bottom of said interval, an annular cushion strip having a contracted portion located in said interval, normally resting upon said pneumatic tube and provided with radial transverse slots, said cushion strip having an enlarged tread portion provided at each

side with inner and outer annular shoulders located without and separated from said contracted portion and normally separated by annular intervals from the inner and outer shoulders of said flanges, and a plane annular lateral wall at each side connecting the inner and outer shoulders and having sliding and bracing engagement with the inner lateral walls of said flanges, and transverse

bolts engaging said slots and connecting said 10 flanges.

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

W. H. CLARK.

Witnesses:

JULIEN E. MATTERN,  
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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."

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