E. H. MOREHOUSE.

BLOW-OUT PATCH.

APPLICATION FILED MAR. 15, 1915.

1,166,622.

Patented Jan. 4 1916

Fig. 1.

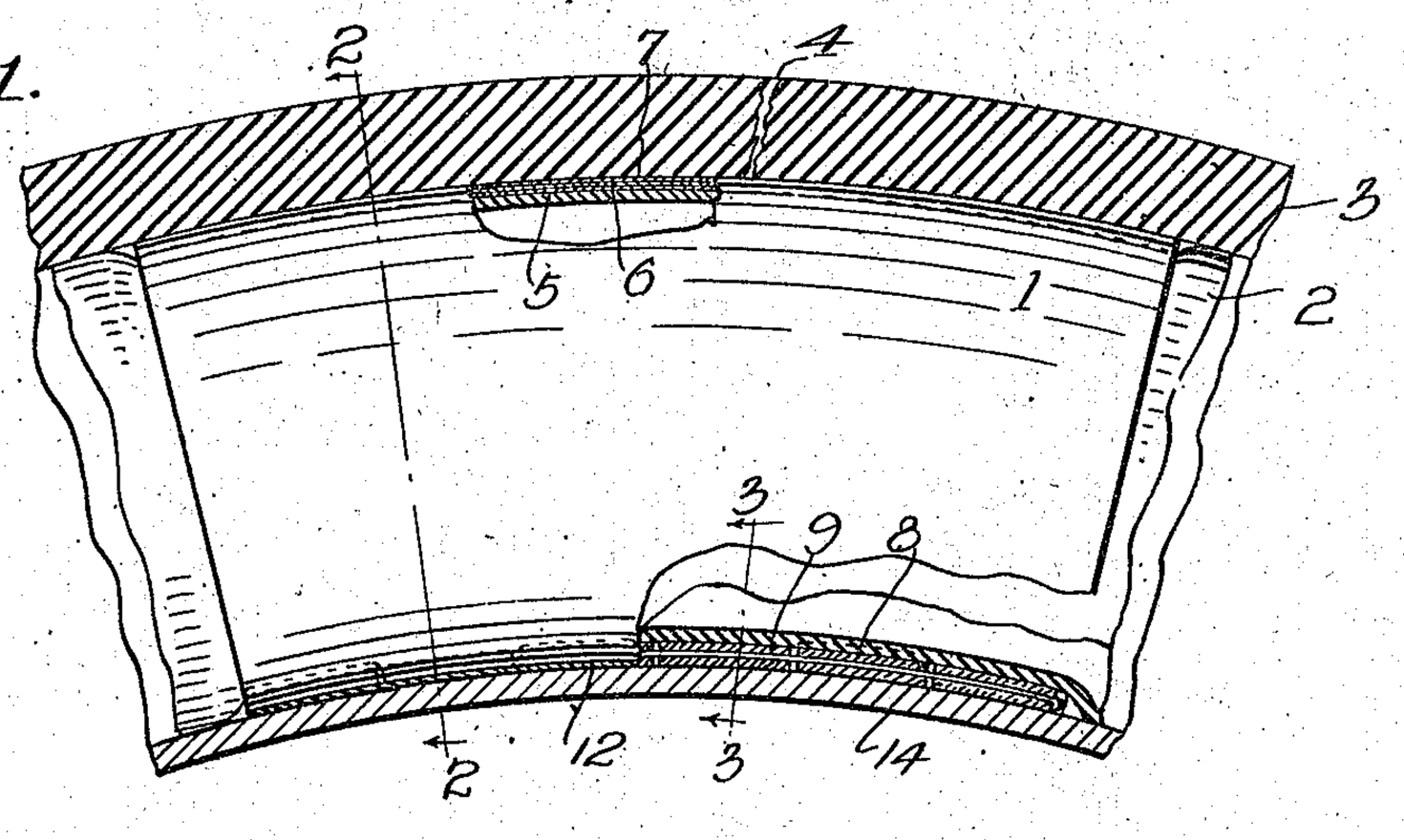

Fig. 2.

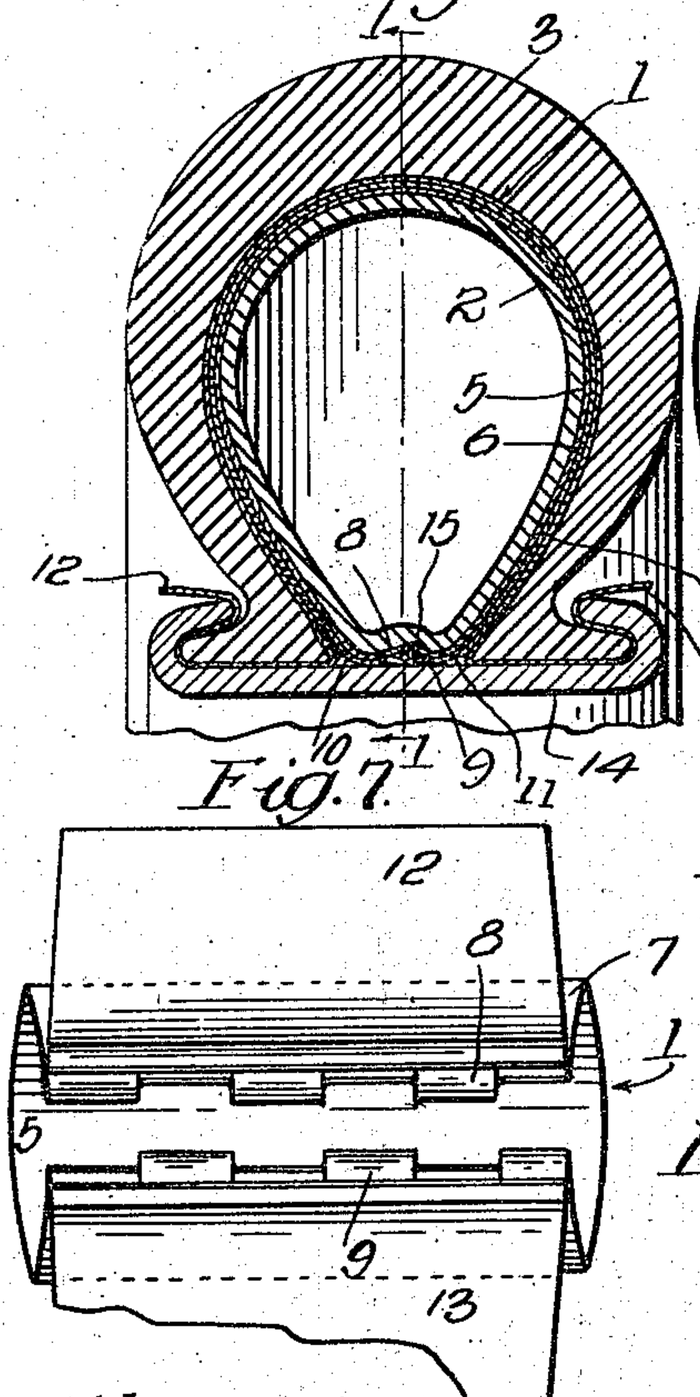

Fig. 4.

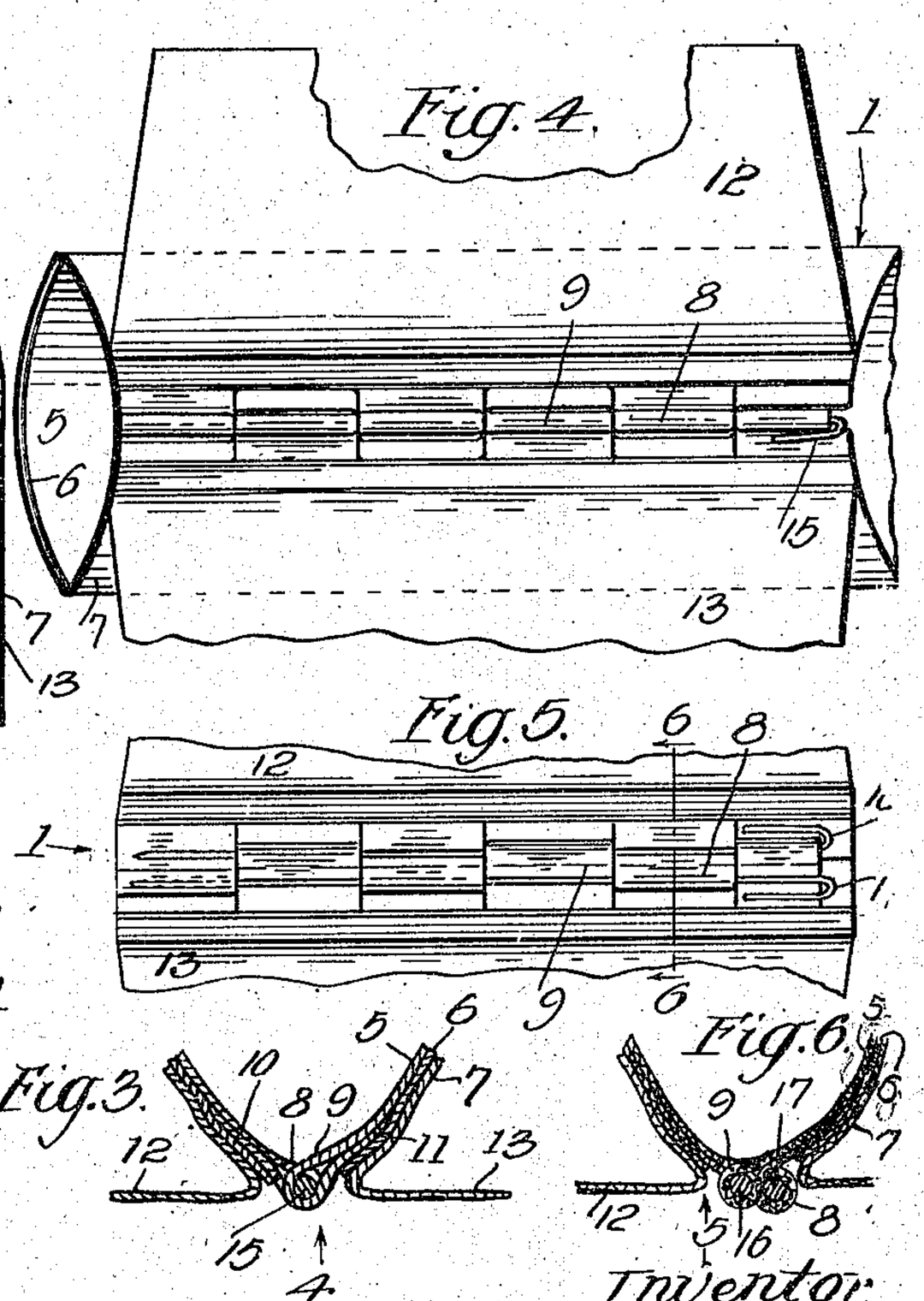

Fig. 7.

Fig. 5.

Fig. 3.

Fig. 6.

Witnesses:-

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BLOW-OUT PATCH.

1,166,622. Specification of Letters Patent. Patented Jan. 4, 1916.

Application filed March 15, 1915. Serial No. 14,314.

To all whom it may concern:

Be it known that I, EARL H. MOREHOUSE, a citizen of the United States, residing at Culver City, in the county of Los Angeles and State of California, have invented a new and useful Blow-Out Patch, of which the following is a specification.

My object is to make a blow-out patch which will securely inclose the inner tube and limit the expansion of the inner tube at the point covered by the patch and which will not creep in the casing; and my invention consists of the novel features herein shown, described and claimed.

Figure 1 is a fragmentary longitudinal sectional detail showing my blow-out patch in position around the inner tube and within the outer casing, the view being taken on the line 1—1 of Fig. 2. Fig. 2 is a cross sectional detail on the line 2—2 of Fig. 1. Fig. 3 is a fragmentary cross section showing the details of the patch, the casing and inner tube being omitted, as taken on the line 3—3 of Fig. 1. Fig. 4 is a view in elevation of the patch, looking in the direction indicated by the arrow 4 in Fig. 3, as the patch would be seen looking from the axle outwardly. Fig. 5 is a view analogous to Fig. 4 and showing two hinge pins, whereas in Fig. 4 only one hinge pin is used, as indicated by the arrow 5 in Fig. 6. Fig. 6 is a fragmentary cross section analogous to Fig. 3 and taken on the line 6—6 of Fig. 5. Fig. 7 is a view analogous to Figs. 4 and 6 with the hinge pins omitted.

The blow-out patch 1 embodying the principles of my invention is clamped around the inner tube 2 so as to limit the expansion of the inner tube and is placed within the outer casing 3 at a point to make an inside cover for the blow-out hole, such as 4.

The details of the blow-out patch 1 are as follows: In Figs. 2, 3 and 6, I have shown the patch constructed of three layers, namely; 5, 6 and 7, and it is to be understood that any desired number of layers may be used and the material really employed is the same as or similar to the material used in building up the outer casing and that is rubberized fabric or canvas which, when placed together, will vulcanize together. The inner section 1 is cut to the desired length of the patch and wide enough to reach around the inner casing and to form the inter-meshing bearings 8 and 9. The bearings 8 upon one side of the section are staggered relative to the bearings 9 upon the opposite side of the section, so that the bearings will inter-mesh, as in a door hinge. The material is notched out between the bearings, thus forming tongues 10 and 11 which are wrapped around and wired to the desired size and folded back upon the body of the material and applied to the outer face of the section 4 and overlapping the tongues 10 and 11. Then the section 7 is cut to the desired length to cover the section 6 and have flaps 12 and 13 which will, when the patch is applied to the casing, extend outwardly inside of the rim 14 and beyond the rim, so as to leave the outer edges of the flaps free. The patch thus constructed is placed around the inner tube 2 at the desired point and the bearings brought into line as in Fig. 4 and the hinge pin 15 inserted, thereby making a secure clamp around the inner casing to limit its expansion. If the patch is slightly larger than required for the tire to which it is to be applied, the bearings may be pressed past each other, as in Figs. 5 and 6 and two hinge pins 16 and 17 applied. The hinge pins 15, 16 and 17 are outside of sufficient material to protect the inner tube from being abraded or punctured. The hinge pins may have bent ends for heads, as shown, or any other desired form of head. The flaps 12 and 13 are held firm between the casing 3 and the rim 14 and will prevent the patch from creeping in the casing and these flaps serve as handles for pulling the inner tube and patch out of the casing, when desired.

The details of construction may be varied in many ways without departing from the spirit of my invention, as set up in the following claims.

I claim:

1. A blow out patch, comprising an inner section of fabric shaped to fit within a tire casing and having intermeshing bearings extending integrally from its meeting edges, an outer section of fabric fitting around the first section to near the bearings and then extending outwardly in loose flaps, and a pin for holding the bearings together.

2. A blow out patch, comprising an inner

section of fabric shaped to fit within a tire casing and having intermeshing bearings extending integrally from its meeting edges, an intermediate section of fabric fitting around the inner section to near the bearings, an outer section of fabric fitting around the intermediate section and extending outwardly in loose flaps, and a pin for holding the bearings together.

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