

H. H. CHANDLER.
 ANTI SKIDDING AND SLIPPING ATTACHMENT FOR AUTOMOBILE WHEELS.

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901,591.

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Fig. 1.

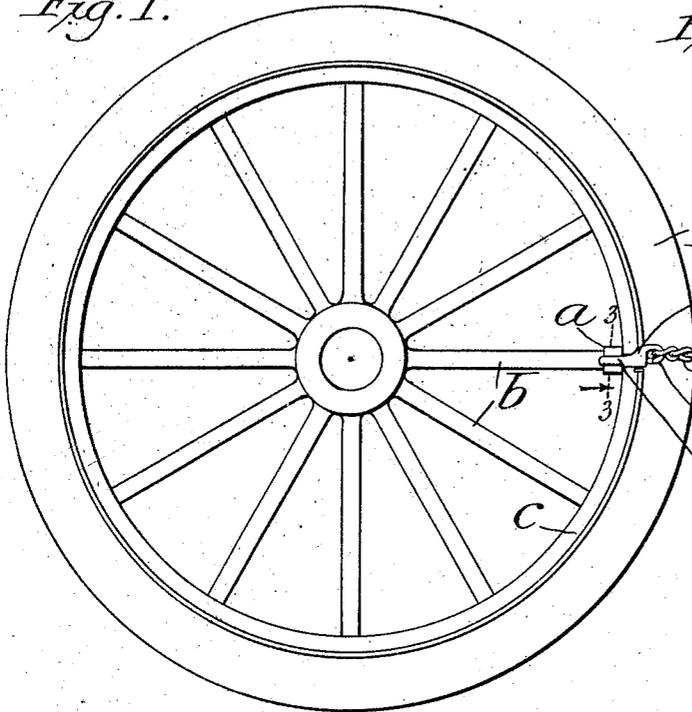
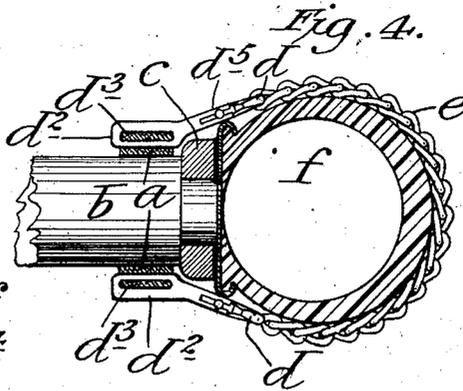
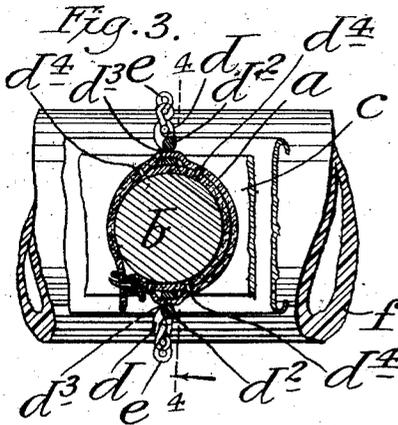
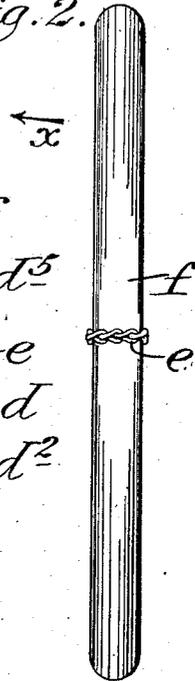


Fig. 2.



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UNITED STATES PATENT OFFICE.

HARRY H. CHANDLER, OF NEW YORK, N. Y.

ANTI SKIDDING AND SLIPPING ATTACHMENT FOR AUTOMOBILE-WHEELS.

No. 901,591.

Specification of Letters Patent.

Patented Oct. 20, 1908.

Application filed December 27, 1907. Serial-No. 408,302.

To all whom it may concern:

Be it known that I, HARRY H. CHANDLER, a citizen of the United States, and residing at New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Anti Skidding and Slipping Attachments for Automobile-Wheels, of which the following is a specification, such as will enable those skilled in the art to which it appertains to make and use the same.

This invention relates to devices for preventing the wheels of automobiles from skidding when the vehicle is running rapidly and especially in making turns, and also preventing the slipping of the wheels on icy pavement or roads; and the object of the invention is to provide devices of this class which may be quickly and easily applied to the wheel and removed therefrom, whenever desired, without in any way changing the construction of the wheel or marring or injuring the same.

The invention is fully disclosed in the following specification, of which the accompanying drawing forms a part, in which the separate parts of my improvement are designated by suitable reference characters in each of the views, and in which;—

Figure 1 is a side view of an automobile wheel provided with one of my improved anti-skidding and slipping devices, Fig. 2 a face view of the wheel looking in the direction of the arrow α , Fig. 3 a section on the dotted line 3—3 of Fig. 1, and;—Fig. 4 a section on the line 4—4 of Fig. 3.

In the practice of my invention, I provide a band a of flexible or other suitable material adapted to be secured around the spokes b of the wheel adjacent to the rim c thereof, and connected with the opposite sides of the band a are snap hooks d . The snap hooks d are provided with oblong heads d^2 having oblong recesses d^3 , and the band a consists of two parts, one of which is passed through the recesses d^3 , and the other of which fits between the heads of the snap hooks and the spokes b as clearly shown in Fig. 3, and the separate parts of the band a are firmly secured together on the opposite sides of the heads d^2 of the snap hooks d preferably by means of rivets, as clearly shown at d^4 in Fig. 3.

The shanks d^5 of the snap hooks d , when connected with the band a extend outwardly

at an angle to the head d^2 thereof as clearly shown in Fig. 4, and connected with the said snap hooks is a drag or chain e . The anti-skidding device proper, in the form of construction shown, consists of a curb chain e preferably composed of steel, the ends of which are connected with the snap hooks d in the usual manner.

My invention is not limited to the use of chains e , and any suitable flexible drag device may be substituted for said chains, and in practice the parts e may be connected with the snap hooks before the tire f is fully inflated, and this will cause said parts e to closely fit the tire when it is fully inflated.

In Fig. 1 of the drawing I have shown but one of the drag devices, but it will be understood, that in practice, the said drag devices are, or may be connected with each of the spokes.

As thus constructed it will be seen that my improved anti-skidding and slipping attachment for automobile wheels does not in any way interfere with the construction of the wheels or modify the same in any manner, and said devices may be quickly and easily connected with the wheels whenever necessary, and as quickly and as easily removed therefrom whenever desired.

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

An anti-skidding and slipping device for automobile wheels comprising a leather strap adapted to be secured around the spokes adjacent to the rim of the wheel, snap hooks connected with said strap at the opposite sides of the spoke and extending downwardly and across the rim, said strap hooks being provided with oblong heads having oblong slots or openings through which the strap is passed, and a flexible drag connected with said hooks and passing around the tire of the wheel, said strap being also provided with inner members which separate the heads of the hooks from the spoke.

In testimony that I claim the foregoing as my invention I have signed my name in presence of the subscribing witnesses this 17th day of December, 1907.

HARRY H. CHANDLER.

Witnesses:

C. E. MULREANY,
M. E. DOODY.