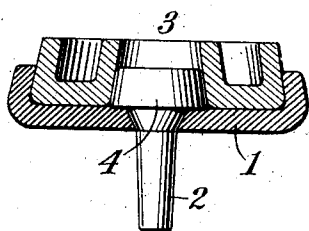


E. B. STIMPSON.  
TIRE PROTECTIVE RIVET.  
APPLICATION FILED JAN. 30, 1908.

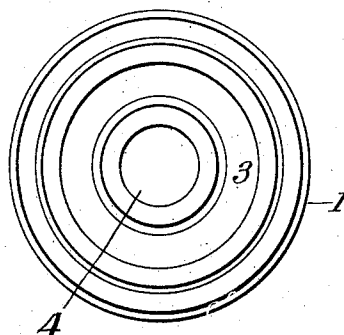
902,015.

Patented Oct. 27, 1908.

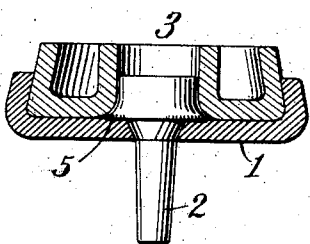
*Fig. 1*



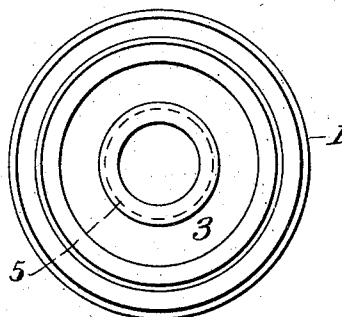
*Fig. 2*



*Fig. 3*



*Fig. 4*



Witnesses:  
*L. Embury Harder*  
*T. W. Springmeyer*

*Edwin Ball Stimpson* Inventor  
*Edw. Schenck* Attorney

# UNITED STATES PATENT OFFICE.

EDWIN BALL STIMPSON, OF BROOKLYN, NEW YORK, ASSIGNOR TO EDWIN B. STIMPSON COMPANY, A CORPORATION OF NEW YORK.

## TIRE-PROTECTIVE RIVET.

No. 902,015.

Specification of Letters Patent.

Patented Oct. 27, 1908.

Application filed January 30, 1908. Serial No. 413,373.

*To all whom it may concern:*

Be it known that I, EDWIN BALL STIMPSON, a citizen of the United States, and a resident of the borough of Brooklyn, county of Kings, and State of New York, have invented certain new and useful Improvements in Tire-Protective Rivets, of which the following is a specification.

The preferred use of the rivet of my present invention is as a tire-protective rivet, which prevents slipping and skidding.

In the drawings which show two of the forms which the rivet of my present invention may take, Figure 1 is a vertical mid-section partly in elevation of one form of rivet; Fig. 2 is a top plan view of the rivet of Fig. 1; Fig. 3 is a vertical mid-section partly in elevation of another form of rivet; and Fig. 4 is a top plan view of the rivet of Fig. 3.

Describing now my invention with particular reference to the forms of rivets shown in the drawings, and reserving it to the claims to point out the novel features, the rivet of Fig. 1 comprises a cup or base-member 1, a shank 2, and a road-contacting member 3. The cup has a hole through its bottom from which the shank of the shank-member projects, said member having a headed portion 4 too large to pass through the opening in the cup-bottom. The sides of the headed portion of the shank incline outwardly toward the bottom.

Located in the cup is the road-contacting member 3, which may be described as consisting of a metal ring recessed on one face to leave spaced rims or walls of metal projecting to contact with the road. The walls of the opening through the ring-member and the periphery of said member preferably both incline outwardly toward the bottom. The taper walls of the ring-opening engage the outside of the shank head and thereby hold the shank-member projecting from the cup or base. While the taper periphery of the ring-member receives against it the infolded portions of the base to firmly unite said members against separation. The road-contacting member 3 will ordinarily consist of hardened steel. Likewise the cup or base member 1. Whereas the shank-member will be soft to make it suitable for riveting.

Fig. 3 shows a modification in which the head of the shank-member has a lateral extension or fin 5 projecting slightly under the ring-member. In this form also the ring-

member may have its periphery inclining outward toward the bottom to give a more secure grip to the infolded portions of the base member. When the parts are assembled as in Fig. 2, it will be noted that the fin on the shank-head holds the shank extended from the hole in the base member, and that the end of the shank can accordingly be riveted without causing the latter to recede into said hole.

Having thus described my invention, what I claim is:

1. A protective-rivet, comprising a base member having a hole through it, a shank-member projecting from said hole having a headed portion too large to pass there-through, a ring-like member secured on the base member by infolding the latter against it and having the walls of its ring-opening in an engagement with the shank head adapted to prevent movement of said shank head away from the base member, said ring-member being recessed on its outer face to have ring-like road-contacting walls, one within the other and separated by a space.

2. A protective-rivet comprising a base member having a hole through it, a shank member projecting from said hole and having a head too large to pass through said hole, a ring-like member located on the base member with its ring-opening receiving the shank head, said ring-opening being wider below than above and its walls engaging the shank head to prevent motion of said head away from the base member, the periphery of the ring-member extending outwardly toward the bottom and being engaged by infolded portions of the base-member, and the outer face of the ring-member being recessed to have ring-like road-contacting walls, one within the other and separated by a space.

3. A protective-rivet, comprising a shank, a base member, and integrally connected ring-like road-contacting walls supported on the base member one within the other, and separated by a space, the bottom of said base member being adapted to contact with the fabric.

In witness whereof, I have signed my name to the foregoing specification in the presence of two subscribing witnesses.

EDWIN BALL STIMPSON.

Witnesses:

JOS. F. O'BRIEN,  
E. W. SCHERR, Jr.