L. STEPHANY, Sr.

NON-SKIDDING DEVICE.

APPLICATION FILED JULY 15, 1918.

1,292,529. Patented Jan. 28, 1919.

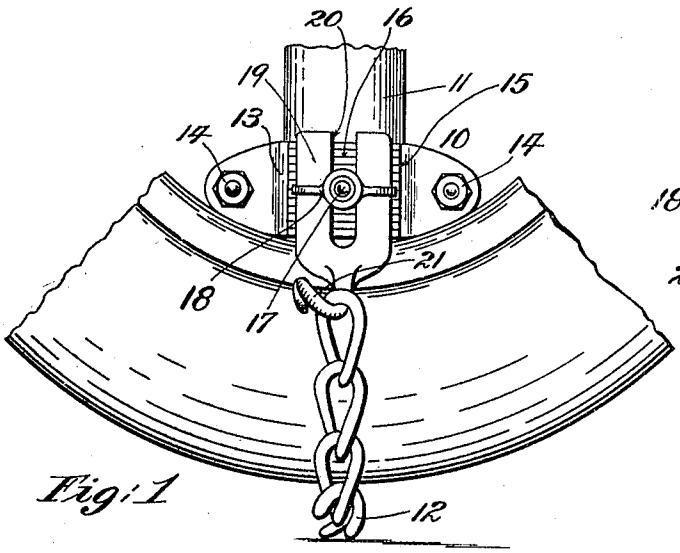


Fig: 1

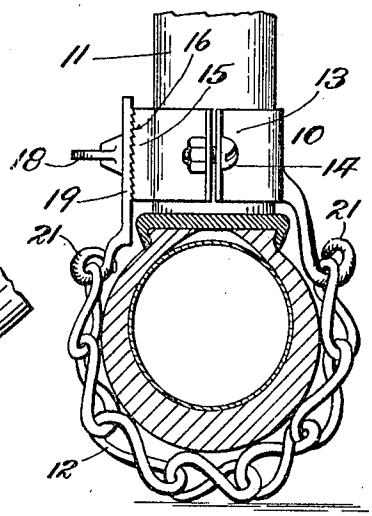


Fig: 2

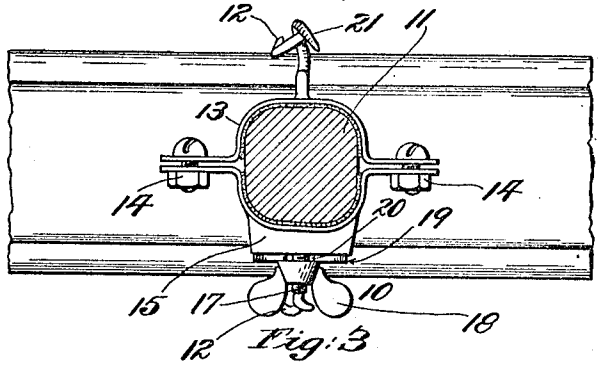


Fig: 3

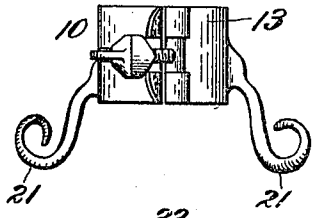


Fig: 4

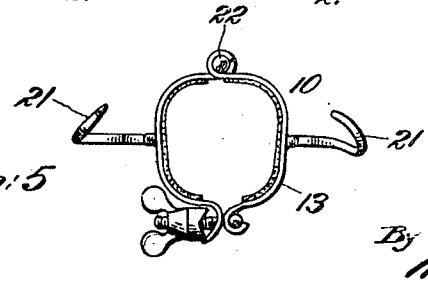


Fig: 5

Inventor
Ludwig Stephany, Sr.

By William J. Jackson
Attorney

UNITED STATES PATENT OFFICE.

LUDWIG STEPHANY, SR., OF PHILADELPHIA, PENNSYLVANIA.

NON-SKIDDING DEVICE.

1,292,529. Specification of Letters Patent. Patented Jan. 28, 1919.

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To all whom it may concern:

Be it known that I, LUDWIG STEPHANY, Sr., a citizen of the United States, residing at Philadelphia, in the State of Pennsylvania, have invented a certain new and useful Improved Non-Skidding Device, of which the following is a specification.

This invention has for an object to provide a simple, efficient and comparatively inexpensive non-skidding device adapted for use upon motor-car wheels, so arranged and constructed that the cross-chain supporting means of the device are detachably secured to the spokes of a wheel but are calculated to remain permanently in place thereon, cross-chains being adapted to be detachably secured to the brackets but normally carried in the tool box of the motor-car, whereby a light, easily carried and readily mountable non-skidding device is provided, the parts of which may be attached and detached without the employment of tools. Other and further objects will appear hereinafter.

The invention consists of the improvements hereinafter described and finally claimed.

The nature, characteristic features and scope of the invention will be more fully understood from the following description taken in connection with the accompanying drawings forming part hereof, and in which:

Figure 1 is a fragmentary view in side elevation of a motor-car wheel illustrating the application thereto of the non-skidding device embodying the invention,

Fig. 2 is a similar view in transverse section,

Fig. 3 is a top or plan view of Fig. 2,

Fig. 4 is a view in elevation of a modified form or cross-chain supporting means, and

Fig. 5 is a top or plan view of Fig. 4.

For the purpose of illustrating my invention I have shown in the accompanying drawings forms thereof which are at present preferred by me, since the same have been found in practice to give satisfactory and reliable results, although it is to be understood that the various instrumentalities of which my invention consists can be variously arranged and organized and that my invention is not limited to the precise arrangement and organization of the instrumentalities as herein shown and described.

In the drawings 10 designates the novel cross-chain supporting means embodying the invention said means comprising brackets clamped with respect to the spokes 11 of a motor-car wheel. The cross-chains which may be of any desired form are designated 12. Referring now more particularly to Figs. 1 to 3 inclusive, each bracket comprises a clamp 13 detachably secured to a spoke 11 as at 14 but calculated to remain permanently in position thereon. One part of said clamp is provided with a boss 15 the face of which is serrated thereacross as at 16. Fixed to the serrated face of said boss is a screw-threaded stud 17 for the accommodation of a thumb-nut 18. A slide 19, the inner face of which is serrated, is adapted to coact with respect to the serrated face of the boss 15, said slide being slotted as at 20 to accommodate the stud 17. Thus the slide may be shifted toward or away from the wheel center, the serrated faces of the boss and slide co-acting to positively hold the slide in place as secured by means of the thumb-nut 18. In this fashion a nicety of adjustment may be secured as well as positive interlock of parts. The slide 19 and that part of the clamp opposite the part which carries the boss 15 are each provided with a fixed hook 21. The free end of each hook is provided with a reversely bent portion twisted to form a narrow mouth to receive a link of a cross-chain 12. Such construction forms what may be termed reëntrant hooks which serve to securely hold in place a cross-chain during the hard usage to which a non-skidding device is put.

In practice the clamps 13 together with their complemental slides 19 are fitted to place upon the spokes 11 of a vehicle wheel, preferably for permanent fixture thereto. The cross-chains 12 may be stored in the vehicle tool-box. When occasion arises for the use of the chains the same may be readily fitted to the reëntrant hooks above described. In this connection it may be remarked that by adjusting the slides 19 with respect to the bosses 15 said chains may be snugly caused to engage over a tire. This is important when the chains have become worn and thin and when the tires are partially deflated.

In the modified form shown in Figs. 4 and 5 the serrated boss and slide have been omitted from the clamp which is hinged as at 22, see Fig. 5. The reëntrant hooks are of the same construction as above described.

It will now be apparent that I have de-

vised a novel and useful construction which embodies the features of advantage enumerated as desirable in the statement of the invention and the above description and while I have in the present instance shown and described the preferred embodiment thereof which has been found in practice to give satisfactory and reliable results, it is to be understood that the same is susceptible of modification in various particulars without departing from the spirit or scope of the invention or sacrificing any of its advantages.

What I claim is:

1. A non-skidding device comprising a bracket adapted to engage around the spoke of a vehicle wheel said bracket being provided with a serrated portion upon one side and with a reëntrant hook upon its other side, means for clamping said bracket to place, a slide serrated to coact with said serrated bracket, which slide is also provided with a reëntrant hook, means for clamping said slide in adjusted positions and a cross-chain removably connected at its ends to said reëntrant hooks.

2. A non-skidding device comprising a bracket adapted to engage around the spoke of a vehicle wheel said bracket being provided with a serrated face upon one side and with a reëntrant hook upon its other side; a screw-threaded stem extended from said serrated face, means for clamping said bracket to place, a slide serrated to co-act with the serrated portion of said bracket, which slide is slotted to accommodate said stem and is provided with a reëntrant hook, means for engaging said threaded stem to clamp the slide in adjusted positions and a cross-chain removably connected at its ends to said reëntrant hooks.

3. A non-skidding device comprising a bracket adapted to engage around the spoke of a vehicle wheel said bracket being provided with a serrated portion upon one side and a hook upon its other side, means for clamping said bracket to place, a slide serrated to co-act with said serrated bracket, which slide is provided with a hook, means for clamping said slide in adjusted positions and a cross-chain removably connected at its ends to said hooks.

4. A non-skidding device comprising a bracket adapted to engage around the spoke of a vehicle wheel said bracket being provided with a boss upon one side thereof having a serrated face and with a hook upon its other side, a screw-threaded stem extended from said serrated face, means for clamping said bracket to place, a slide serrated to co-act with said serrated boss which slide is slotted to accommodate said stud and is provided with a hook, a thumb-nut for engaging said stud to clamp said slide in adjusted positions and a cross-chain removably connected at its ends to said hooks.

In testimony whereof I have hereunto signed my name.

LUDWIG STEPHANY, SR.