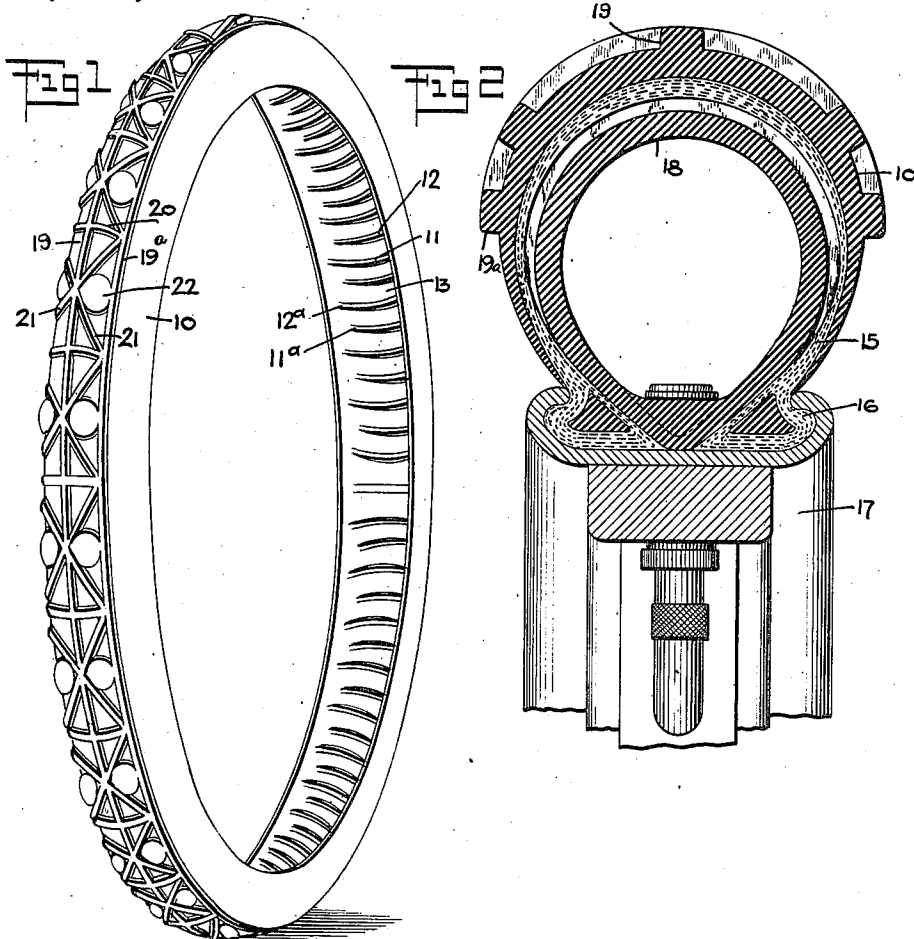


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TIRE.
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1,059,843.

Patented Apr. 22, 1913.



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TIRE.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, MARY DAWSON, a subject of the King of Great Britain, and a resident of Vancouver, in the Province of British Columbia and Dominion of Canada, have invented a new and Improved Tire, of which the following is a full, clear, and exact description.

My invention relates to means for preventing puncture of the inner tube of a tire, and it is a design of my invention to provide spaced interior elements on the outer shoe, or otherwise so arranged to contact with the exterior surface of the inner tube in such a manner as to reduce the contact surface of the inner tube with the adjacent surface of the shoe or adjacent tire elements, whereby the inner tube will be less likely to be punctured.

The invention will be particularly explained in the specific description hereinafter to be given.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a perspective view of a tire shoe embodying my invention; and Fig. 2 is a transverse section showing the shoe applied to a rim and in connection with the usual inner tube.

In forming a tire in accordance with my invention, the shoe 10 is provided interiorly with transverse ribs, which in the preferred form consist of alternately wide ribs 11 and narrower ribs 12, so that each alternate rib 11 extends at each end farther on the sides of the shoe than the intermediate ribs 12. The ribs follow the general transverse curvature of the shoe and provide intervening spaces or pockets 13. The shoe with the ribs formed as described is built up with canvas layers on a foundation 15, as is usual, and may be provided with the annular clencher terminals 15, for engaging within the conventional rim 17.

When a shoe formed as described is in position on the outside of the inner tube 18, only the ribs 11, 12, will contact with the exterior surface of the inner tube so that there is a limited surface contact between the inner tube over its entire tread surface and the opposed surface of the outer shoe. The wider ribs 11 normally contact more firmly with the inner tube than the shorter ribs 12, so that between the pair of longer ribs 11 the inner tube has a yielding bulged portion which will not afford as firm a resistance to a puncturing device entering the outer shoe, while the shorter ribs 12 will nevertheless take up excessive pressure exerted on the tire.

Preferably I form the exterior surface of the tire with an annular rib 19 at about the median line, and parallel therewith I form at the sides of the tread surface annular ribs 19^a. At spaced intervals transverse ribs 20 extend across the tire, and between adjacent transverse ribs diagonal ribs 21 are produced, while in the space formed between the side rib 19^a, and crossing ribs 21, disks 22 are preferably formed. The described formation is designed to give an effective wear surface while minimizing the tendency of the wheel to skid.

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

A tire comprising an inner tube, an outer shoe, and transverse ribs forming a contact with the outer surface of the inner tube, said ribs being alternately radially wider and narrower and presenting therebetween an annular surface of intervening pockets.

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

MARY DAWSON.

Witnesses:

D. E. McTAGGART,
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