

R. E. OLDS.

TIRE.

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1,008,051.

Patented Nov. 7, 1911.

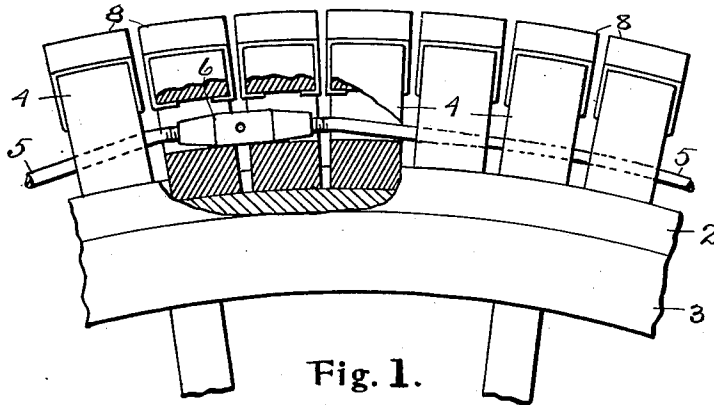


Fig. 1.

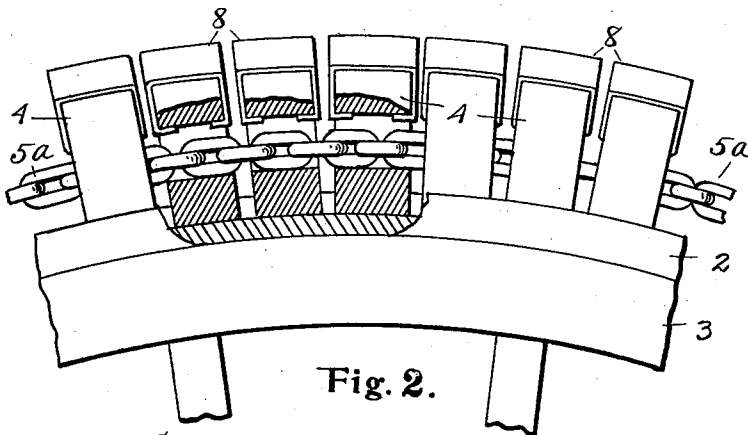


Fig. 2.

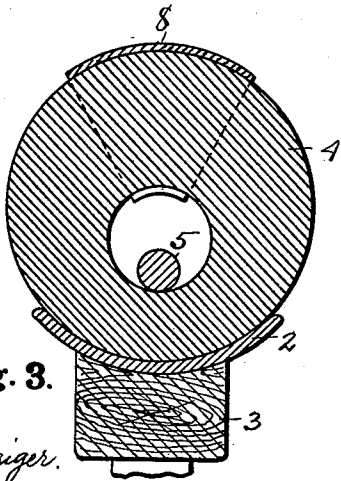


Fig. 3.

Witnesses
O. B. Baenziger.
W. H. Swan

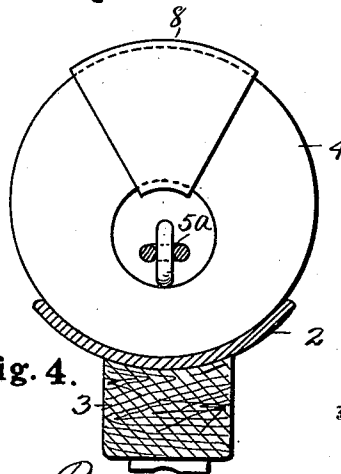


Fig. 4.

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UNITED STATES PATENT OFFICE.

RANSOM E. OLDS, OF LANSING, MICHIGAN.

TIRE.

1,008,051.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, RANSOM E. OLDS, a citizen of the United States, residing at Lansing, county of Ingham, State of Michigan, have invented a certain new and useful Improvement in Tires, and declare the following to be a full, clear, and exact description of the same, such as will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to vehicle tires.

It has for its object an improved cushion rim adapted to be used in connection with a wheel for the purpose of absorbing the shock incident to the run of the wheel along the ground.

In the drawings:—Figure 1, is a side elevation of a portion of the wheel. Fig. 2 is a side elevation partly in section of a slightly modified form of the invention, in which a chain is substituted for the peripheral rod which holds the cushion members in place. Fig. 3, is a cross section of the rim of the wheel and a cross elevation of one of the parts of the cushion tire. Fig. 4 is an end elevation of one of the cushioning sections, with the chain as illustrated in Fig. 2 shown in elevation with respect thereto; the concave rim of the wheel and the felly are shown in section.

The wheel body 1, is made in the ordinary form with a hub and felly of any approved form of construction, provided only that the outer binding 2 of the felly be concaved. Preferably, the outer binding of the felly is a metallic ring or rim secured in place on the spokes 3 in any suitable and convenient way. The entire circumference of the concave ring 2 is filled with ring-like disks 4 of resilient material, preferably, of course, rubber rings having a suitable quantity of material to produce the desired result of absorbing the shock, the amount depending on the size of the vehicle with which the rim is to be used, and the character of load which the vehicle is intended to carry. The disks 4 are perforated and through the per-

forations of consecutive disks is passed a rod 5, the ends of which are coupled by a turnbuckle 6 and the rod itself drawn down to hold the disks tightly and securely in the concave seat 2. The coincidence of the center of the perforation through the rings and the periphery of each ring is immaterial. It may be either centric or eccentric. As shown in the drawing the eccentric form is chosen as the one which is adapted to give the best results, but the shape in this respect is not material. Each disk is provided with a metallic covering 8 that extends over the tread part of the ring and along that portion of the face of each ring which crosses the axis of the combined tire, and the ends of the armor plate 8 are turned in to the interior of the ring, thus affording a secure means of holding the armor in place. Other means of armoring the separate disks of the tire may be employed, but the cover plate 8 is preferred.

In place of the rim encircling rod 5, a chain 5^a may be used to correlate the various cushioning sections; the chain may be drawn tight in any suitable way.

What I claim is:—

In a wheel tire, the combination of a grooved rim, a plurality of centrally perforated plane disks of resilient material arranged in spaced relation from one another in said grooved rim, a holding band passing through each disk in a line substantially parallel with the grooved face of the rim, whereby the several disks are held firmly thereagainst and are maintained in their spaced relation to one another, and armor pieces engaging over the exposed outer portion of each disk, the end portions of each piece being bent over portions of the plane faces of the disk and anchored in the perforated portion thereof, substantially as described.

In testimony whereof, I sign this specification in the presence of two witnesses.

RANSOM E. OLDS.

Witnesses:

DEAN M. PARSONS,
MAY C. BURDICK.