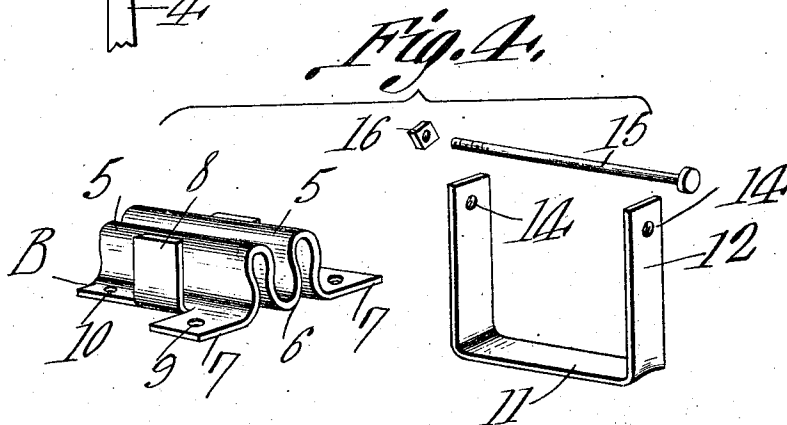
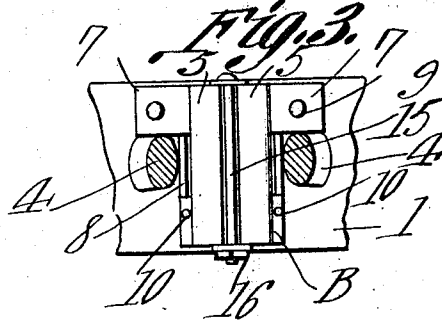
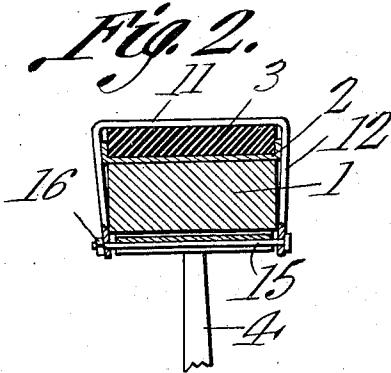
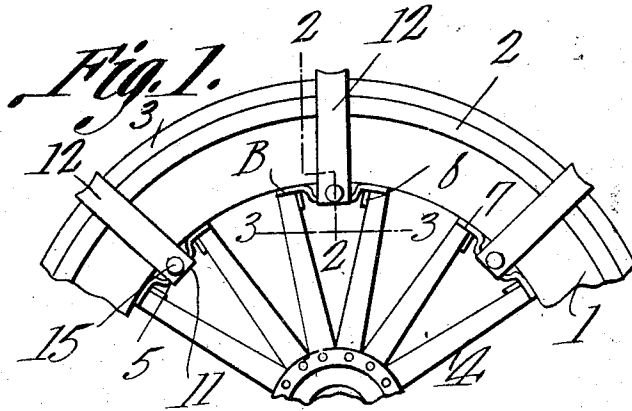


L. A. ZELLERS.
NON-SLIPPING DEVICE.
APPLICATION FILED APR. 20, 1911.

1,001,184.

Patented Aug. 22, 1911.



Levi A. Zellers, Inventor

Witnesses

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UNITED STATES PATENT OFFICE.

LEVI A. ZELLERS, OF LEBANON, PENNSYLVANIA, ASSIGNOR OF ONE-HALF TO CHARLES M. COOVER, OF LEBANON, PENNSYLVANIA.

NON-SLIPPING DEVICE.

1,001,184.

Specification of Letters Patent. Patented Aug. 22, 1911.

Application filed April 20, 1911. Serial No. 622,300.

To all whom it may concern:

Be it known that I, LEVI A. ZELLERS, a citizen of the United States, residing at Lebanon, in the county of Lebanon and State of Pennsylvania, have invented a new and useful Non-Slipping Device, of which the following is a specification.

The device forming the subject matter of this application, is an anti-slipping structure, adapted to be applied to the wheels of motor propelled vehicles.

It is the object of this invention to provide a body member of novel and improved form, adapted to be applied to the felly of a wheel, to receive and to hold an anti-slipping element.

A further object of the invention is to provide a body member of novel and improved form, and to provide an anti-slipping element of novel and improved form, the body and said element co-acting in a novel and improved manner to effect an anti-slipping structure which may readily be assembled with the wheel of a vehicle, and, with equal facility, be removed therefrom.

With the foregoing and other objects in view which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of invention herein disclosed can be made within the scope of what is claimed without departing from the spirit of the invention.

In the accompanying drawings,—Figure 1 is a fragmental side elevation of a wheel, equipped with the device of my invention; Fig. 2 is a transverse section upon the line 2—2 of Fig. 1; Fig. 3 is a section upon the line 3—3 of Fig. 1; and Fig. 4 is a perspective showing the device which constitutes the subject matter of this application, its constituent parts being separated.

In the accompanying drawings, the numeral 1 denotes the felly of a wheel, the numeral 2 denotes the rim thereof, and the numeral 3 denotes the tire, the spokes being denoted by the numeral 4. The specific construction shown in the drawing, as above described, constitutes no part of the present invention, and is introduced and described, merely for the purpose of pointing out one form of structure with which the invention may be assembled.

In carrying out the invention there is provided as a primary and fundamental element, a body B, ordinarily fashioned from a single piece of metal, bent or otherwise disposed, transversely, into sinuous form, to form upstanding ribs 5, defining between them, a seat 6. The body, at one end, is equipped with wings 7, and adjacent the wings 7 there upstand, from opposite edges of the body, substantially at right angles to the wings 7, tongues 8. The wings 7 are perforated, as shown at 9, to receive securing members, and there may be perforations in the edges of the body, as shown at 10.

The anti-slipping element proper, comprises a U-shaped yoke 11, the arms 12 of which converge slightly adjacent their free ends. In the arms 12 there are openings 14, adapted to receive a bolt 15, or other securing element, provided with a nut 16.

The operation of the device is as follows. The body B is applied to the lower face of the felly 1, the wings 7 extending along the felly, and the tongues 8 bearing against adjacent spokes 4, the body B being held in place upon the felly 1, by means of securing elements extended through the openings 9 and 10, to engage the felly 1. The yoke 11 is then saddled over the tire 3, and the bolt 15 is inserted through the perforations 14 in the arms 12 of the yoke 11, the bolt 15 entering the seat 6.

From the foregoing, it will be seen that the yoke 11 may readily be removed from the wheel, and be mounted in place thereon. The body member B may be fashioned at trifling expense, and constitutes a simple and efficient means for retaining the yoke 11 against movement circumferentially of the tire.

Having thus described the invention, what is claimed is:—

1. A device of the class described comprising a body having adjacent one end, out-standing wings adapted to bear against a wheel rim, the body having angularly disposed tongues along its edges, adapted to bear against adjacent spokes; there being a transverse seat in the body; a securing member mounted in the seat; and a yoke adapted to inclose the wheel and engaged with the securing member.

2. A device of the class described, comprising a body fashioned from a single piece of material, disposed in sinuous form, to de-

fine outstanding ribs, and a seat between the ribs, there being tongues outstanding from the edges of the body, and adapted to bear against adjacent spokes; a securing member disposed in the seat; and a yoke, adapted to inclose the tire, the yoke being engaged with the securing member.

3. A device of the class described comprising a body fashioned from a single piece of material, disposed in sinuous form, to define ribs, and a seat between the ribs, there being outstanding wings upon the body, adjacent one end of the body, the wings being adapted to bear against the felly, the body being equipped, along its

edges, with tongues disposed at an angle to the wings, and adapted to bear against adjacent spokes; a securing member adapted to be inserted into the seat; and a yoke adapted to extend about the tire, and engaged with the securing member, beyond the ends of the body.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

LEVI A. ZELLERS.

Witnesses:

L. M. DONMOYLE,
M. B. GALBREATH.