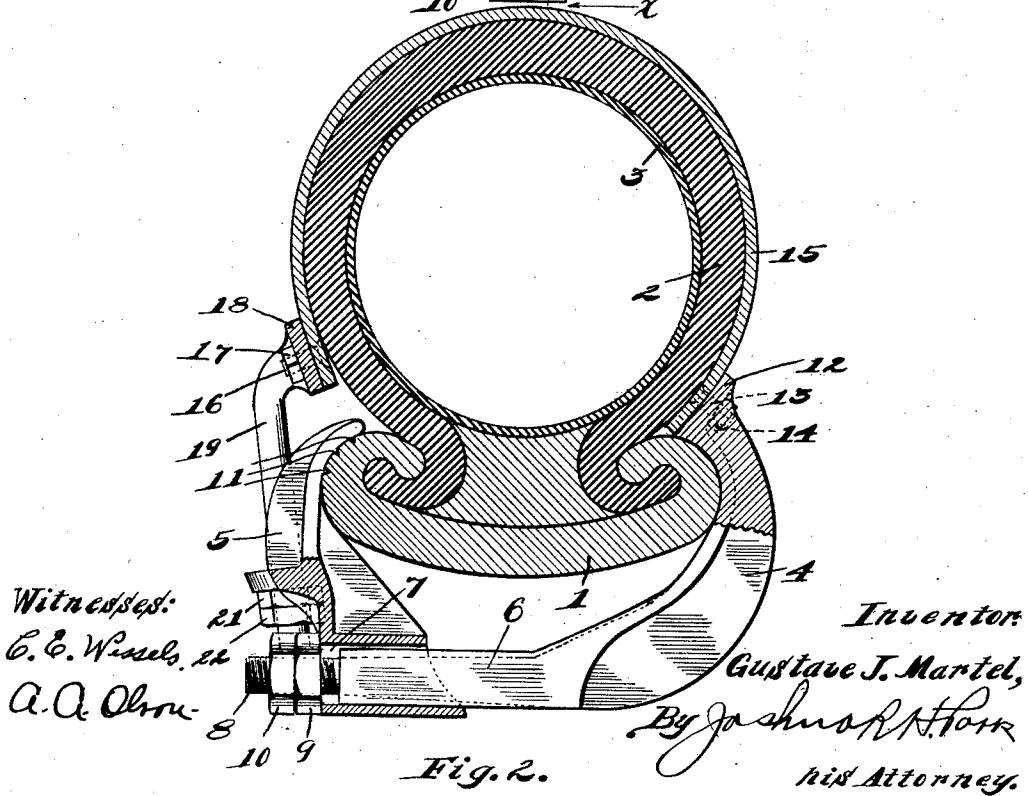
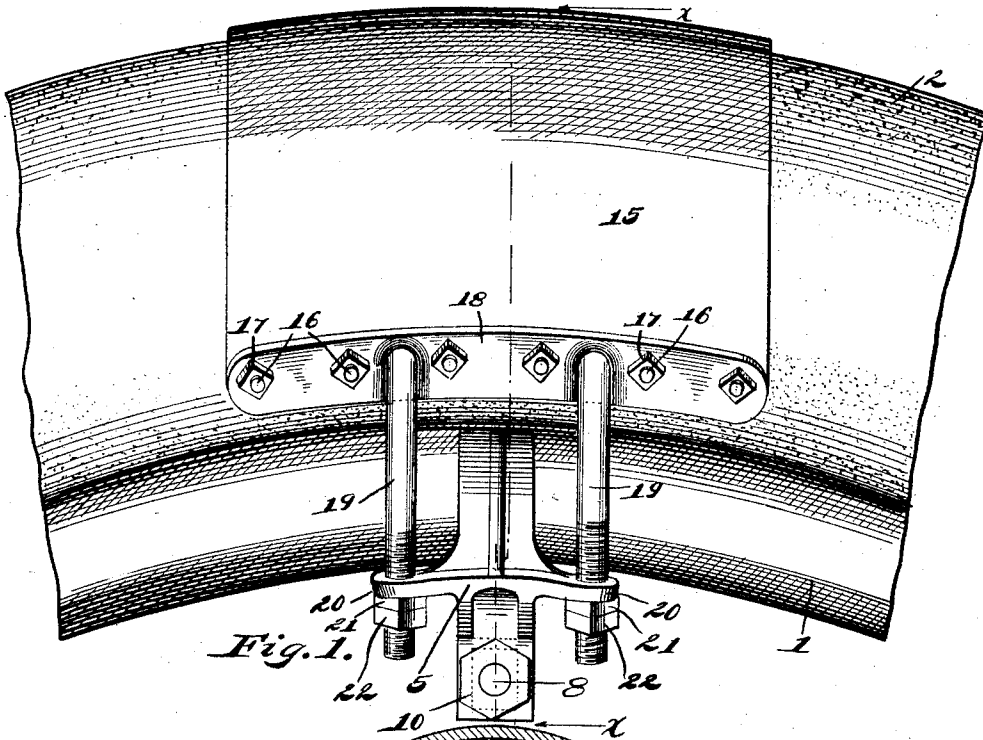


G. J. MARTEL.
TIRE PATCHING DEVICE.
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1,003,002.

Patented Sept. 12, 1911.



Witnesses:

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UNITED STATES PATENT OFFICE.

GUSTAVE J. MARTEL, OF CHICAGO, ILLINOIS.

TIRE-PATCHING DEVICE.

1,003,002.

Specification of Letters Patent. **Patented Sept. 12, 1911.**

Application filed October 10, 1910. Serial No. 586,241.

To all whom it may concern:

Be it known that I, GUSTAVE J. MARTEL, a citizen of the United States, and a resident of the city of Chicago, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Tire-Patching Devices, of which the following is a specification.

My invention relates to improvements in patching devices for pneumatic tires and has for its object the production of a device of this character which may be readily and quickly applied for use and as readily and expeditiously detached when desired.

A further object is the provision of a patching device which will be of simple and economical construction, hence of low cost of manufacture, and one which will be of great efficiency in use.

Other objects will appear hereinafter.

With these objects in view my invention consists in the combination and arrangements of parts hereinafter described and claimed.

My invention will be best understood by reference to the accompanying drawings forming a part of this specification and in which,

Figure 1 is a fragmentary side elevation of an ordinary pneumatic tire, and a rim carrying the same to which is applied a patching device embodying the preferred form of my invention, and Fig. 2 is a transverse section taken on substantially line $x-x$ of Fig. 1.

Referring now to the drawings particularly to Figs. 1 and 2, 1 indicates a rim of ordinary construction and design in which is secured a tire casing 2, 3 indicating the air tube arranged in the latter. Detachably secured upon the rim 1 is a clamp comprising the jaw members 4 and 5, said jaw members engaging the edges of said rim at opposite points, the contacting surfaces thereof being so formed as to adapt the same to snugly engage said edges of said rim. Formed integrally with the jaw member 4 is a transversely extending shank 6 which extends below the rim 1 in close proximity thereto, the outer end portion of said shank engaging an alining slot or socket 7 provided in the lower end portion of the jaw member 5, said slot and shank being of corresponding cross sectional form so that relative rotary movement of the jaw members 4 and 5 is prevented. The outer extrem-

ity 8 of the shank 6 is reduced and screw threaded for the reception of a nut 9, the latter being adapted when threaded thereon into abutting with the outer side of the jaw member 5 to force said jaw members into clamping engagement with the opposite edges of the rim 1. The nut 9 is held in any position to adjustment upon the shank end 8 that is against retrograde rotation thereon by means of an ordinary lock nut 10. With the arrangement then as set forth in application thereof to a rim 1 is only required after arranging the jaw members 4 and 5 with their inner surfaces engaging the sides of the rim to apply the nuts 9 and 10 which serve to maintain the same in clamping relation. In order to prevent slipping of the clamp upon the rim contacting surfaces of the jaw member 5 is provided with a plurality of inwardly projecting teeth or burs 11 which are adapted to pierce the adjacent side of the rim when said jaw member is forced into engagement therewith.

The outer end portion of the jaw member 4 is formed into a transversely extending elongated bar 12 to which is rigidly secured preferably by means of screws 13 and nuts 14 threaded upon said screws one end of the patching strap 15. The latter is formed of any suitable durable flexible material, preferably leather, and the same projects from the outer end 12 of the jaw member 4 around the tread portion of the tire, the opposite end thereof being rigidly secured, preferably by means of screws 16 and nuts 17 to a yoke or bar 18. Formed centrally upon the yoke 18 are spaced depending integral projections 19 which loosely engage perforated lugs 20 formed integral with and laterally projecting from the jaw member 5. The lower end portion of the projections 19 are screw threaded, nuts 20 threaded thereon and resting in engagement with the under sides of the lugs 20 serving to secure the same to the jaw member 5. The arrangement is such, as will be observed, that by positively rotating said nuts upon said projections the yoke 18 may be lowered, and hence the strap 15 tightened about the tire, so as to adapt said strap to effectually serve as a reinforcing means for the tire. Lock nuts 22 threaded upon the projections 19 against the outer edges of the nuts 20 serve an obvious purpose.

A patching device of the construction as

set forth is durable and economical, the same may be readily and quickly applied for use or detached when desired, and is adapted, when applied, to positively and reliably
5 reinforce the portion of the tire engaged thereby.

While I have illustrated and described the preferred forms of my construction for carrying my invention into effect this may
10 be varied somewhat without departing from the spirit of the claim, and hence I do not desire to be limited as to the precise details of construction set forth but desire to avail myself of such variations and modification
15 as fall within the scope of the appended claim.

Having described my invention what I deem as new and desire to secure by Letters Patent is:

20 In a patching device for pneumatic tires, the combination with a rim and a tire

mounted thereon, of a flexible patching strap extending over the tread portion of said tire; and means for tightening said strap about said tire, said means comprising a clamp detachably clamped upon said rim; a rigid connection between one side of said clamp and one end of said strap; a yoke secured to the other end of said strap and having threaded projections passing
25 through slots in the opposite side of said clamp; and means threaded upon said projections for tightening said strap about said tire, substantially as described.

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

GUSTAVE J. MARTEL.

Witnesses:

FLORENCE E. LILLIS,
JOSHUA R. H. POTTS.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."