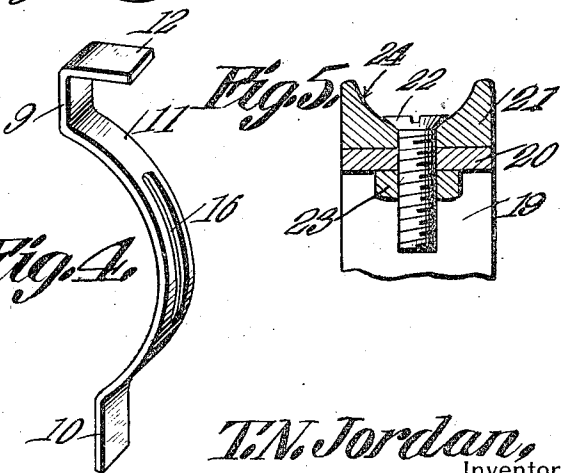
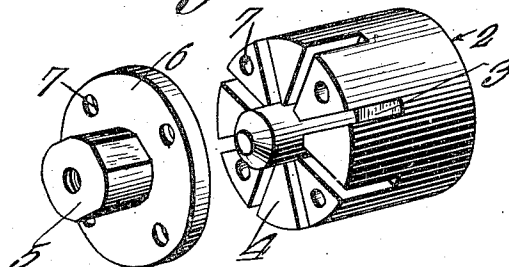
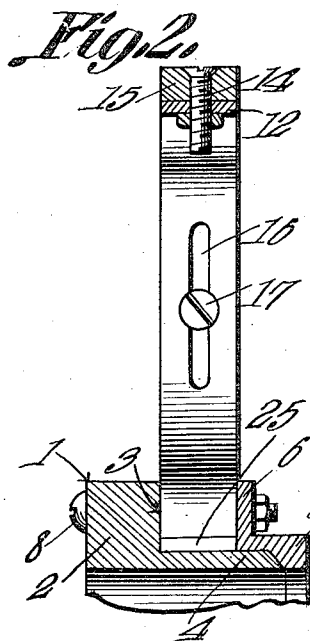
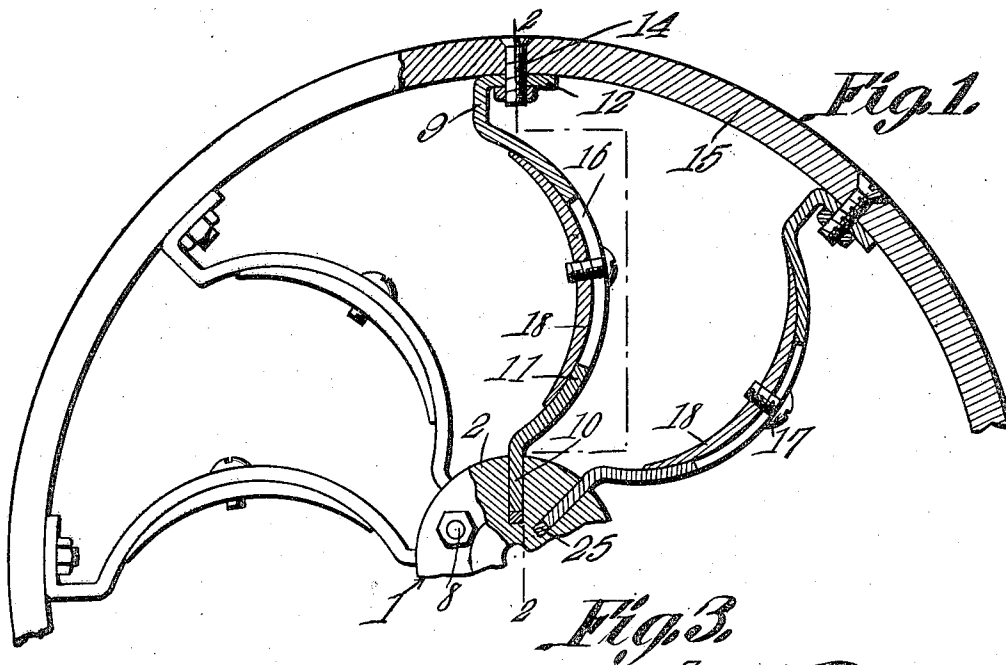


T. N. JORDAN.
 SPRING WHEEL.

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1,064,837.

Patented June 17, 1913



Witnesses

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UNITED STATES PATENT OFFICE.

THOMAS N. JORDAN, OF LONG BEACH, MISSISSIPPI.

SPRING-WHEEL.

1,064,837.

Specification of Letters Patent.

Patented June 17, 1913.

Application filed May 18, 1912. Serial No. 698,278.

To all whom it may concern:

Be it known that I, THOMAS N. JORDAN, a citizen of the United States, residing at Long Beach, in the county of Harrison and State of Mississippi, have invented a new and useful Spring-Wheel, of which the following is a specification.

One object of the present invention is to provide novel means for adjusting the resiliency of the spokes of a spring wheel.

A further object of the invention is to provide a wheel in which the spokes are assembled with the rim and with the hub in a novel manner.

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 shows in sectional side elevation a portion of a wheel constructed in accordance with the present invention; Fig. 2 is a section on the line 2—2 of Fig. 1; Fig. 3 is a perspective of the hub, the constituent parts thereof being separated; Fig. 4 is a perspective of one of the spring spokes; and Fig. 5 is a sectional detail showing a modified form of rim.

In carrying out the invention there is provided a hub 1, comprising a body 2 having radial slots 3, one end of the hub 1 being equipped with a spindle 4 projecting beyond one end face of the hub and serving to define the bases of the slots. The hub further includes a cap 5 in which the spindle 4 is received, the cap 5 having a flange 6, and there being openings 7 in the flange 6 and in the body 2 of the hub, which openings are adapted to receive securing elements 8, which may be bolt and nut structures, serving to hold the body portion of the hub and the cap together to retain the spokes as will be described hereinafter.

The invention further includes a plurality of spring spokes, each spoke comprising straight parts 10 and 9, the parts 10 and 9 being preferably parallel to each other, but being located in different planes. The straight parts 9 and 10 are connected by a bowed portion 11. The straight part 9 of

each spoke terminates in a lateral foot 12, secured by a bolt and nut structure 14, or in any other desired manner, to the rim 15. The spokes, in their bowed portions 11 are each provided with a longitudinal slot 16, receiving a screw 17 slidably, the screw 17 being threaded into a reinforcing plate 18, of curved form, the plate 18 being thickest adjacent its center, and tapering gradually toward its ends. The plate 18 fits into the concavity of the bowed portion 11 of the spoke. If desired, blocks 25 may be mounted in the slots 3, between the inner ends of the parts 10 and the spindle portion 4 of the hub.

It is to be noted that the plates 18 serve to reinforce the spokes and to stiffen them. When it is desired to alter the resiliency of the spokes, this result may be effected by loosening the screws 17, and by shifting the plates 18. Further, the resiliency of the spokes may be changed by inserting or withdrawing the blocks 25, it being obvious that when the blocks 25 are in place, the spring spokes will be under greater tension than when the blocks are removed. It is within the scope of this invention to provide blocks 25 of different sizes, thus graduating the adjustment by the use of different blocks.

The wheel herein disclosed is intended primarily as a vehicle wheel, but it is possible to use the wheel as a pulley, and under such circumstances, the spring spokes and the means for adjusting their resiliency, become of peculiar utility in maintaining the driving belt taut. If desired, when the wheel is to be used as a pulley, the same may be constructed as shown in Fig. 5, the numeral 19 indicating the spoke, the numeral 20 indicating the foot at the outer end of the spoke, the numeral 21 indicating the rim, and the numeral 22 indicating a bolt which, passing through the rim and through the foot 20 of the spoke, is engaged by a nut 23. In that form of the invention which is shown in Fig. 5, the rim 21 is equipped with a grooved periphery 24.

In practical operation, the member 25 clearly coöperates with the resilient reinforcing plate 18, since, by the insertion of the member 25, the resiliency of the spoke may be altered to a fixed and definite degree, this degree of resiliency being subsequently increased or decreased, to a fine adjustment, by moving the plate 18 longitudinally upon the spoke.

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

5 In a device of the class described, a curved spring spoke; a curved reinforcing plate adjustable longitudinally of the spoke and fitting in the concavity of the spoke; and a securing element connecting the plate with the spoke, the ends of the plate bearing on the spoke on each side of the securing element; the securing element being adjustable
10 transversely of the spoke to draw the plate

into the concavity of the spoke; the plate being tapered from its middle portion toward its ends.

In testimony that I claim the foregoing 15 as my own, I have hereto affixed my signature in the presence of two witnesses.

THOMAS N. JORDAN.

Witnesses:

T. E. McCARY,
R. L. MURPHY.

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