

(No Model.)

T. F. & J. E. FOLEY.
VEHICLE WHEEL.

No. 479,495.

Patented July 26, 1892.

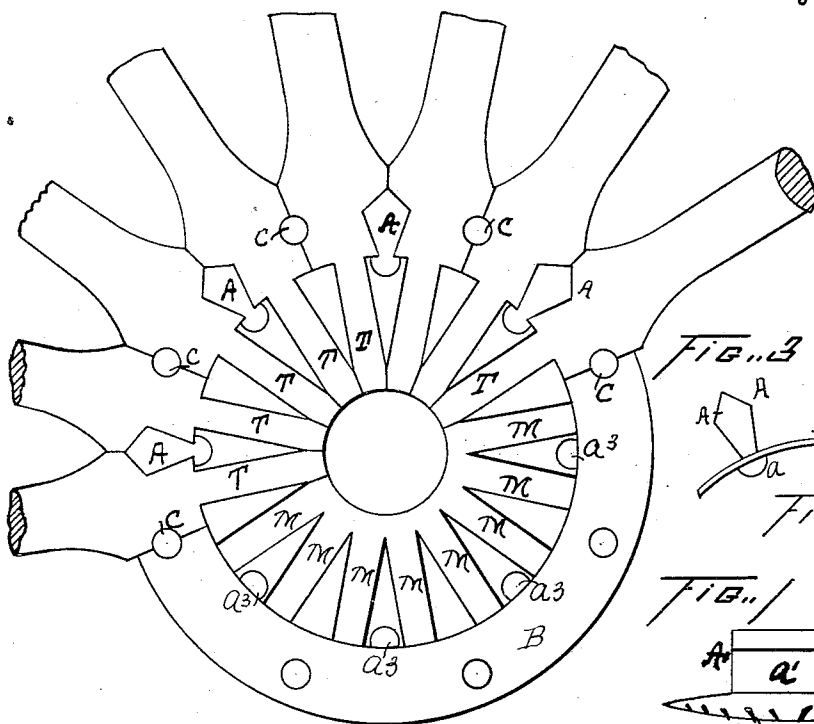


FIG. 3

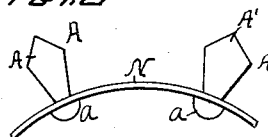


FIG. 5

FIG. 1

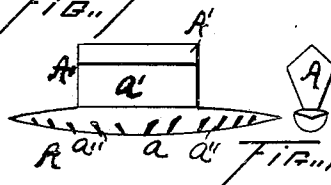
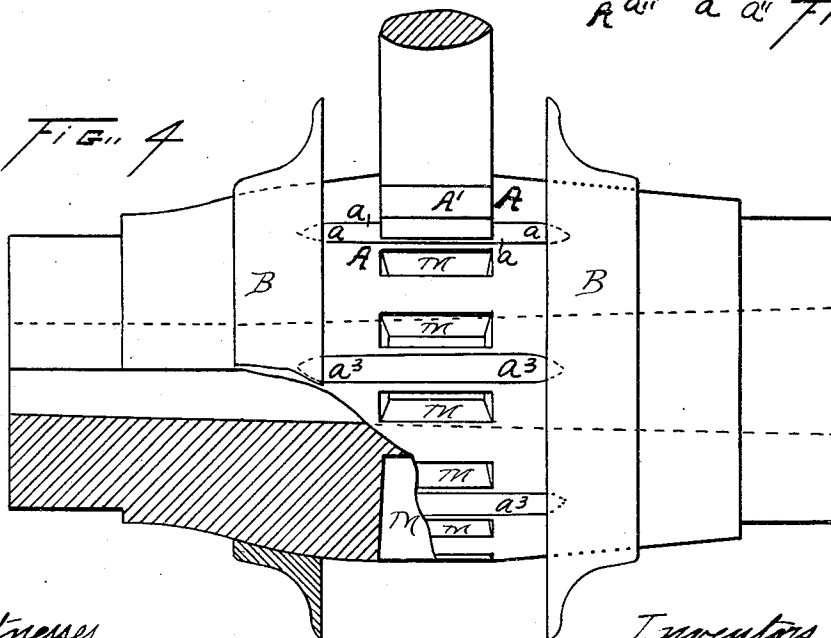


FIG. 4



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THOMAS F. FOLEY AND JOHN E. FOLEY, OF JACKSON, MICHIGAN.

VEHICLE-WHEEL.

SPECIFICATION forming part of Letters Patent No. 479,495, dated July 26, 1892.

Application filed March 26, 1892. Serial No. 426,473. (No model.)

To all whom it may concern:

Be it known that we, THOMAS F. FOLEY and JOHN E. FOLEY, of Jackson, in the county of Jackson and State of Michigan, have invented a new and useful Improvement in Vehicle-Wheels, of which the following is a specification.

Our invention relates to vehicle-wheels; and the object is to secure the spokes firmly in the hub. We secure this object by the device illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of one of the securing-pintles, and Fig. 2 is an end elevation of the same. Fig. 3 is a face view of a part of a wheel with half of its spokes and one of its hub-bands removed. Fig. 4 is a longitudinal elevation of a hub, partly in section, part of the spokes being removed and the hub-bands being drawn part way off; and Fig. 5 is a detail view illustrating a modification.

The same letter indicates the same part throughout the several views.

A is a pintle to be used in securing the spokes to the hub. Said pintle consists of enlargements A' and α , connected by a neck α' . The portion A' is in length equal to the thickness of the spokes at the periphery of the hub, and the portion α extends beyond the portion A' and inclines downward toward its ends.

α'' are spurs extending from the lower surface of the portion α . The spokes are gained out so that each pair when they come together shall form an opening having the same cross-section as the portion A' of the pintle A, as shown in Fig. 3.

α^3 are channels formed in the periphery of the hub between the spoke-mortises.

B B are the hub-bands.

C are bolts by which the hub-bands B B are connected and held together.

M M are mortises into which the spoke-tenons T extend.

The method of securing the spokes is as follows: The spoke-tenons are placed in the mortises M. The pintles A are placed one between each pair of spokes, the portion A' passing into the openings formed by the gaining out of the spokes, as above described, and the portion α passing into the channels α^3 , as shown in Fig. 3. The hub-bands B B are now

placed upon the hub, one on each side of the spokes, and pressed firmly against the spokes and secured in this position by the bolts R, passing through the spokes and each of the hub-bands. As the hub-bands are forced toward the spokes they ride up on the inclined tops of the portion α of the pintles A, thus forcing said pintles toward the center of the hub, driving the spurs α'' into the wood of the hub and drawing the spokes toward the center of the hub and compactly together.

In the modification shown in Fig. 5 all of the pintles A are united together by a ring N, connecting the ends of said pintles, which are adjacent, and one of the hub-bands is hollowed out so as to pass over said ring. The object of this modification is to adapt all the pintles to be handled together, and thus avoid the labor and time necessarily expended when each of said pintles is placed in position by itself.

Having fully described our invention, what we claim, and desire to secure by Letters Patent, is—

1. In a vehicle-wheel, the combination of the spokes S, gained out substantially as described, the pintles A, adapted to fit into the opening through the spokes and provided with a portion extending beyond the spokes when in position, said extended portion being provided with an inclined upper surface, and the hub-bands B B, substantially as and for the purpose set forth.

2. In a vehicle-wheel, the combination of the gained-out spokes S, the pintles A, adapted to fit into the opening through said spokes and provided with a portion which shall extend beyond the spokes when the pintle is in position, said extended portions having inclined upper surfaces, said pintles being provided with spurs α'' along its lower surface, and the hub-bands B B, substantially as shown and described.

THOMAS F. FOLEY.
JOHN E. FOLEY.

Witnesses to signature of T. F. Foley:

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