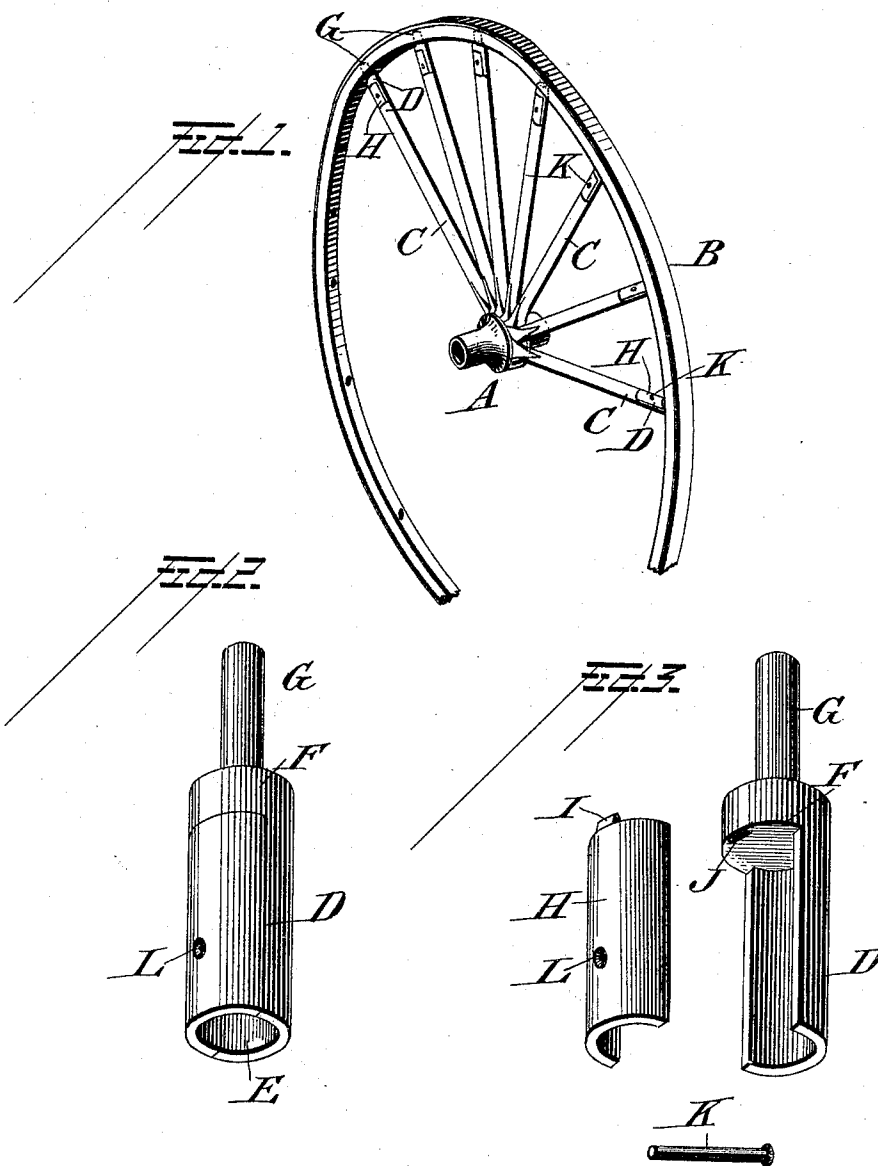


(No Model.)

F. T. MYNARD.
WAGON SPOKE.

No. 487,289.

Patented Dec. 6, 1892.



Attest:

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UNITED STATES PATENT OFFICE.

FRANK T. MYNARD, OF DUSHORE, PENNSYLVANIA.

WAGON-SPOKE.

SPECIFICATION forming part of Letters Patent No. 487,289, dated December 6, 1892.

Application filed June 18, 1892. Serial No. 437,234. (No model.)

To all whom it may concern:

Be it known that I, FRANK T. MYNARD, a citizen of the State of Pennsylvania, residing at the borough of Dushore, in the county of Sullivan and State of Pennsylvania, have invented certain new and useful Improvements in Wagon-Spokes; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to vehicle-wheels, more particularly to means for securing the spokes to the felly; and it has for its object to provide improved means whereby the spoke in the event of becoming broken may be readily removed and replaced by a perfect spoke or the spoke may be connected to and disconnected from the felly when necessary from any cause whatever without the necessity of removing the tire or the felly.

To the accomplishment of the foregoing ends and such other objects as may hereinafter appear the invention consists in the construction and the combination of parts hereinafter particularly described, and then sought to be specifically defined by the claims, reference being had to the accompanying drawings, forming a part hereof, and in which—

Figure 1 represents a perspective of a wheel with a portion broken away and illustrating my invention as applied thereto. Fig. 2 is a perspective of the device employed for effecting the connection between the spokes and the felly, and Fig. 3 represents a perspective of the device with the removable section thereof separated from the main portion and also showing the pin for securing said removable section in place.

In the drawings the letter A designates the wheel-hub, B the felly, and C the spokes.

The device for securing the spokes to the felly consists of the cylindrical case or shell D, having an open end E and closed or solid end F, from which projects the tenon G, the latter being designed to enter the felly, as indicated by dotted lines in Fig. 1 of the drawings. The case or shell D is formed with a

removable portion or section H, which when in place will form a continuation of the side or wall of the case or shell, as illustrated in Fig. 2 of the drawings. One end of the detachable section H is formed with a tongue I, which will fit into a groove or recess J, formed in the inner face of the solid portion F when the removable section is in place, so as to prevent the same from sliding or slipping out of position and so as to assist in holding the removable section or portion in place.

The device is applied by causing the tenon G to enter the felly, and after the spoke is laid inside the casing or shell the removable section or portion H is placed in position and the pin K is then passed through the hole L, formed in the removable section, and into the spoke, and, if desired, may be caused to pass through the other section of the shell or case and have its end upset or a nut applied thereto; but as that feature is not an essential part of the invention the same is not illustrated. The end of the spoke may be decreased in thickness to cause the outside face of the shell or case to lie flush with the sides of the spoke, so that a neat and attractive finish will be given to the parts, and when painted the spoke and the shell will have the appearance of being integral parts of each other. This construction forms a strong and durable connection between the spoke, the shell, and the felly, preventing the spoke from rattling and permitting it to be easily and readily removed when necessary by simply removing the pin which passes through the shell and the spoke and then lifting the removable section from place, so as to allow the spoke to be withdrawn and replaced by another spoke.

The device is simple in construction, strong and durable in use, and very efficient for the purposes described, and can be made at slight expense and applied and manipulated without skilled labor.

I have described with particularity the details of construction of the several parts entering into the formation of the device; but it is obvious that changes may be made in such details and the essential features of my invention be employed, and I therefore do not limit myself to such details where other details of construction are employed effecting

the same results in substantially the same way.

Having described my invention and set forth its merits, what I claim is—

- 5 1. The device herein described for connecting the felly and spoke of a vehicle-wheel, comprising the case or shell adapted to receive the end of the spoke and having at one end a tenon to enter the felly, a detachable
10 section constituting a portion of the wall of the shell, said shell forming a continuation of the spoke, and means passing through the detachable portion of the shell and adapted to enter the spoke to secure the detachable portion in place and to the spoke, substantially
15 as and for the purposes described.

2. The device herein described for connecting the felly and spoke of a vehicle-wheel, comprising a case or shell adapted to receive one end of the spoke and having at one end 20 a tenon to enter the felly and provided with a detachable section constituting a part of the wall of the shell, one portion of the shell having a tongue to enter the recess in the other portion, substantially as and for the 25 purposes described.

In testimony whereof I affix my signature in the presence of two witnesses.

FRANK T. MYNARD.

Witnesses:

M. A. SCUREMAN,

GEO. H. HORMETTER.