

Sept. 18, 1928.

1,684,526

J. D. TUCKER ET AL

SHIM DRIFT

Filed June 16, 1925

Fig. 1

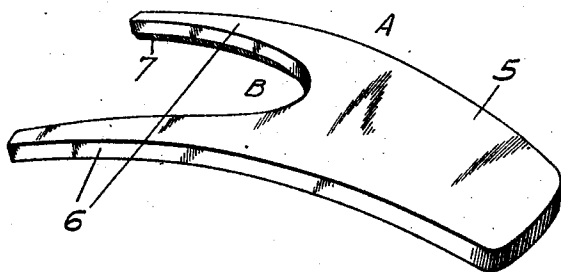


Fig. 2

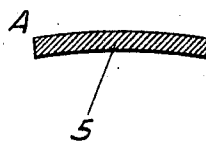


Fig. 3

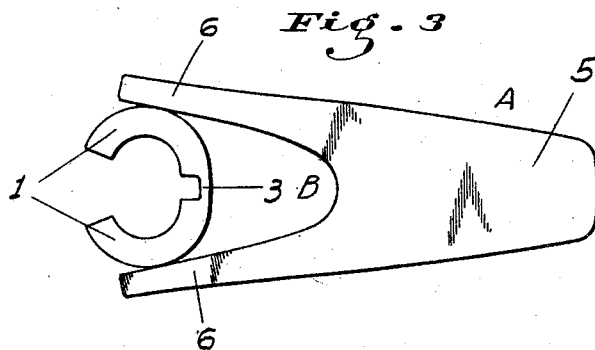


Fig. 4

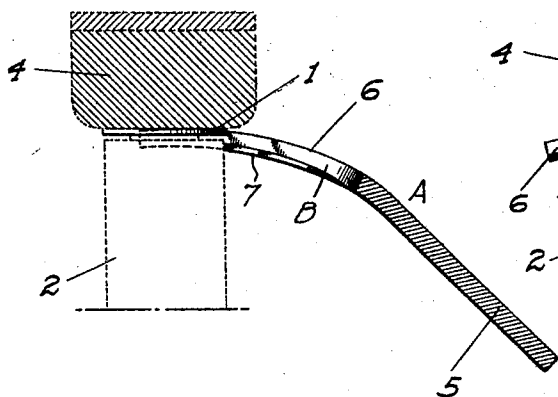
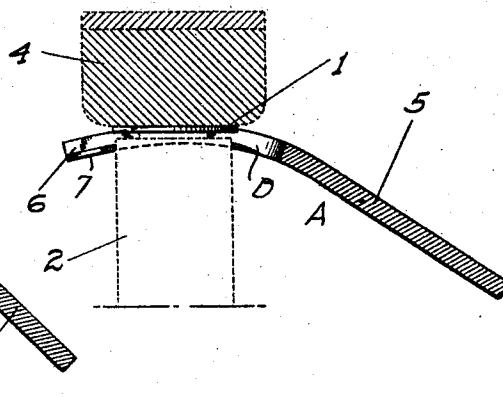


Fig. 5



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SHIM DRIFT.

Application filed June 16, 1925. Serial No. 37,523.

This invention relates to improvements for driving spoke tightening shims into place, and particularly relates to an implement for use in connection with shims of the type shown in Patent No. 1,424,530, dated August 1st, 1922.

The two halves of this shim are normally spread apart so as to enable the shim to be placed about the tenon of a spoke, and said halves are then brought together to completely surround the tenon and prevent the shim from coming off. Some people prefer this type of shim to the restricted opening and rigid type shown for instance in Patent No. 1,411,391, as they feel that it has a more secure lock on the tenon, and gives a nearer 100% bearing surface between the shoulder of the spoke and the felly.

However, unless some implement is provided by means of which the spread shim can be easily closed after it is in place, its commercial value is dubious.

The principal object of this invention is to provide a drift of an extremely simple and inexpensive nature, adapted to be removably engaged with the edges of the spread shim, and constructed in such a manner that when struck on its outer end with a hammer or the like, the two halves of the shim will be quickly closed about the tenon. At the same time the tool is so constructed that with this operation it will not come into contact with and possibly scratch the spoke.

The tool is also constructed in such a manner that when it is thus struck as above stated, its natural tendency is to remain engaged with the shim rather than to slip off the same, without the operator having to exercise unusual care in keeping the drift in the necessary engagement with the shim.

These objects we accomplish by means of such structure and relative arrangement of parts as will fully appear by a perusal of the following specification and claims.

In the drawings similar characters of reference indicate corresponding parts in the several views:

Fig. 1 is a perspective view of the drift.

Fig. 2 is a cross section of the shank of the same.

Fig. 3 is a plan view of a shim shown in connection with the drift.

Figs. 4 and 5 are fragmentary cross sections of a felly and spoke, showing the shim applied to the tenon of the spoke, and the

drift as applied to the shim in its initial and driven positions, respectively.

Referring now more particularly to the characters of reference on the drawings, the shim we employ comprises two symmetrical halves 1, normally separated at adjacent ends a sufficient distance to receive the tenon of a spoke 2 therethrough, and connected at their other ends by a narrow and somewhat flexible neck 3.

In placing the shim about the tenon the felly 4 is separated from the spoke the necessary distance to expose the tenon by means of a jack, and the shim is then slipped into place.

Our improved drift for closing the halves of the shim when thus placed comprises a rigid element A which has parallel surfaces and a curvature in cross section transversely of the longitudinal axis of such element as shown in Figs. 1 and 2. At one end of the element A a crotch B is cut into the parallel surfaces of the element thus shaping the element A into a shank 5 with diverging arms 6 as continuations of the shank. The shank is preferably straight from end to end in a longitudinal plane while the arms 6 are curved from end to end and at a substantial tangent to the shank.

The upper inner edges of the arms are sharp cornered, but the lower inner edges are preferably beveled or rounded off as at 7 so as not to scratch the spokes should they accidentally come in contact therewith.

In operation the drift is placed so that the curvature of the arms and of the shank is convex relative to the adjacent face of the felly, the shank then extending downwardly at an angle as shown in Fig. 4. The opposite sides of the shim are received between the arms, which are thus necessarily abutted against the felly.

The outer end of the shank is then struck a longitudinally directed blow by a hammer, which will cause the arms to be advanced relative to the shim. Since the arms converge toward the shank, this advancing movement causes the shim sections to be pressed together and closed, as will be evident.

Owing to the angle of the shank relative to the point of engagement of the arms with the shim, a certain percentage of the force of the blow delivered to the outer end of the shank is expanded in pressing the arms firmly against the felly. Additional pressure other

than sufficient to prevent the drift from dropping down, is therefore unnecessary. The arms are therefore held in constant and non-slipping engagement with the edges of the shim, no matter how thin the latter may be, and at the same time the separated sections of the latter are being brought together.

From the foregoing description it will be readily seen that we have produced such a device as substantially fulfills the objects of the invention as set forth herein.

While this specification sets forth in detail the present and preferred construction of the device, still in practice such deviations from such detail may be resorted to as do not form a departure from the spirit of the invention, as defined by the appended claims.

Having thus described our invention what we claim as new and useful and desire to secure by Letters Patent is:

1. A shim drift comprising a rigid element having uninterrupted parallel top and bottom surfaces, one end of the element having a crotch cut into the parallel surfaces to form a pair of diverging arms of substantially equal length adapted to engage and hold a split spoke tightening shim and to move against the sides of the shim when the drift is hammered to press the split ends of the shim together.

2. A shim drift comprising a rigid element having uninterrupted parallel top and bottom surfaces, one end of the element having a crotch cut into the parallel surfaces to form a pair of diverging arms of substantially equal length, each arm having a longitudinal curvature.

3. A shim drift comprising a rigid element having parallel top and bottom surfaces and a transverse cross sectional curvature, one end of the element having a crotch cut into the parallel surfaces to form a pair of diverging arms.

4. A shim drift comprising a rigid element having parallel top and bottom surfaces and a transverse cross sectional curvature, one end of the element having a crotch cut into the parallel surfaces to form a pair of diverging arms, the arms having also a longitudinal curvature.

5. A shim drift comprising a rigid element having uninterrupted parallel top and bottom surfaces, one end of the element having a crotch cut into the parallel surfaces to form a pair of diverging arms, the inner sides of one side of the arms being rounded off.

In testimony whereof we affix our signatures.

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