

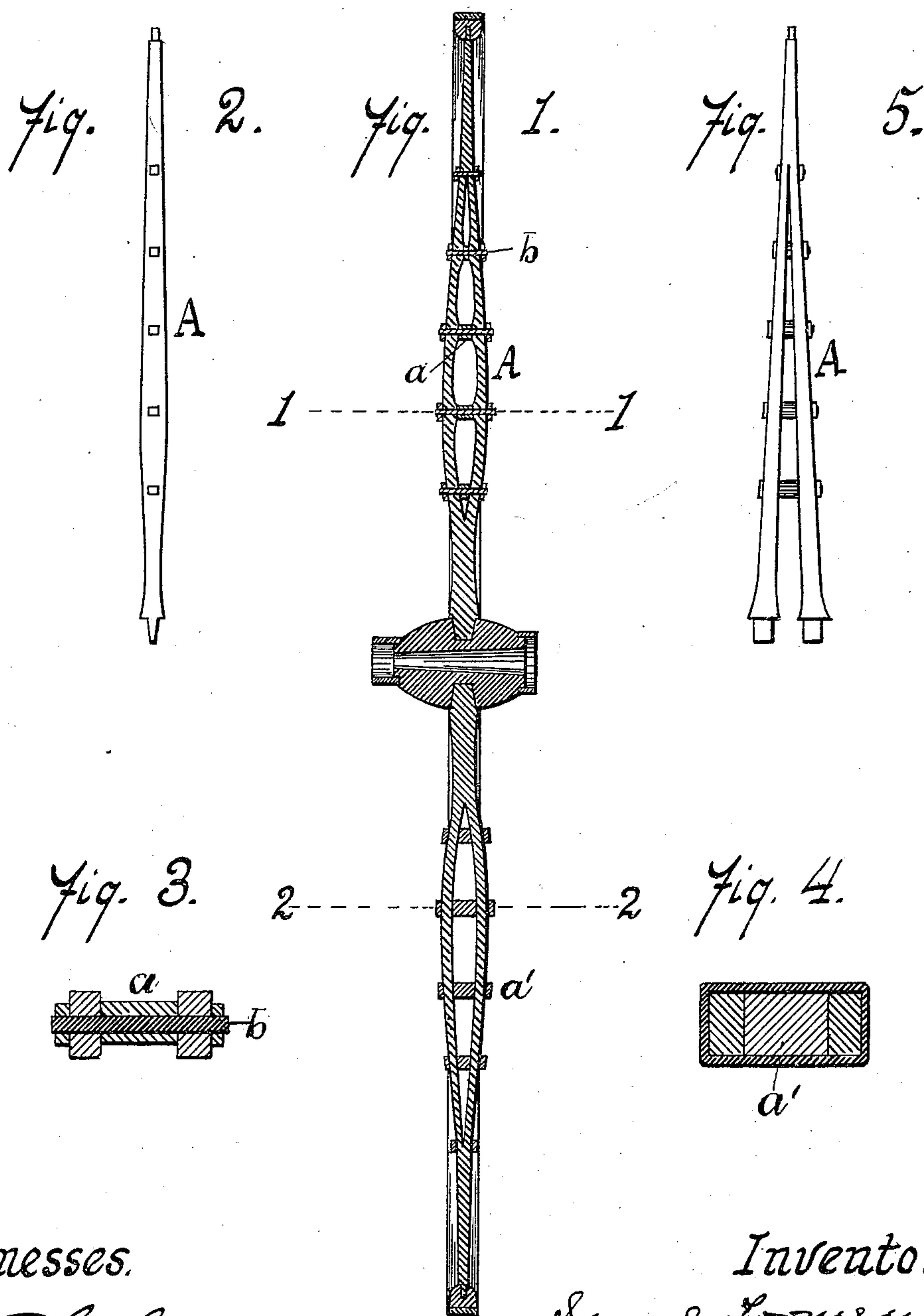
(No Model.)

S. TOOMEY.

SPOKE FOR VEHICLE WHEELS.

No. 350,572.

Patented Oct. 12, 1886.



Witnesses.

Geo. Lane
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Inventor,

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UNITED STATES PATENT OFFICE.

SAMUEL TOOMEY, OF CANAL DOVER, OHIO.

SPOKE FOR VEHICLE-WHEELS.

SPECIFICATION forming part of Letters Patent No. 350,572, dated October 12, 1886.

Application filed November 27, 1885. Renewed September 9, 1886. Serial No. 213,175. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL TOOMEY, of Canal Dover, in the county of Tuscarawas and State of Ohio, have invented an Improved Spoke for the Wheels of Vehicles; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, making part of this specification.

My invention consists in a trussed spoke, substantially as herein set forth.

Figure 1 of the drawings represents a central axial section of a carriage-wheel constructed with trussed spokes according to my invention; Fig. 2, an edge view of one of the spokes; Fig. 3, a cross-section of one of the spokes in the line 1 1, Fig. 2; Fig. 4, a similar cross-section of a spoke, showing a modification of the mode of trussing the spoke, as in the line 2 2, Fig. 2; Fig. 5, a side view of a spoke, showing a modified form of trussing the spoke.

Like letters designate corresponding parts in all of the figures.

Referring to Fig. 1, each spoke A is represented as trussed by splitting and opening the same only in the middle part, the two ends of the spoke remaining whole. The two sides of the split spoke are separated most in the center or middle, and gradually narrowed therefrom to each end of the separation. At short distances the sides are held apart and stiffened by struts in the form of sleeves or tubes *a a*, placed endwise between them and held in place by bolts, or rivets, or pins passed through them endwise and through the sides of the spokes;

or simple solid struts of any desired form may be used and held in place by metallic bands, as shown in Figs. 1 and 4. The sides may be thickened a little where the struts are to strengthen the truss at those points.

Any equivalent construction of the truss may be adopted, if desired, without departing from my invention. Instead of making the spoke of one piece separated in the middle, it may be made of two pieces joined at the ends.

In Fig. 5 I show a trussed spoke having the sides separated from its inner end to within a short distance from its outer end. The inner ends of the two parts are designed to fit in two separate mortises in the hub of the wheel. Here the spoke may be made of one piece or two pieces.

Trussed spokes, as above set forth, are useful for all vehicle-wheels in giving greater strength and stiffness to the wheels without adding to their weight. They are especially useful for light wheels having slender spokes, like sulky-wheels, which are especially liable to bend or break when one is rapidly driving and suddenly turning aside or around corners.

I claim as my invention—

A spoke for carriage-wheels, formed with two sides separated and spread apart for a portion of its length, and provided with cross-struts between the separated sides, whereby a trussed spoke is made, substantially as and for the purpose herein specified.

SAMUEL TOOMEY.

Witnesses:

JOSEPH H. HOSTETTER,
E. C. DICKSON.