

CHARLES A. MILLER.
Improvement in Carriage Wheels.

No. 125,206.

Patented April 2, 1872.

Fig. 1.

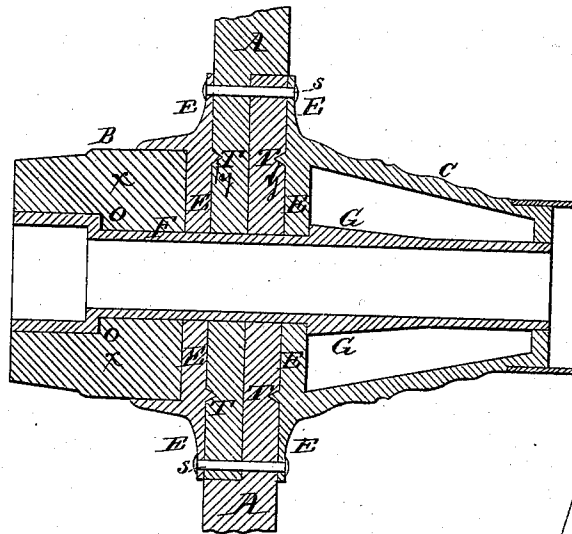


Fig. 3.

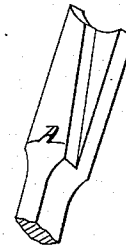
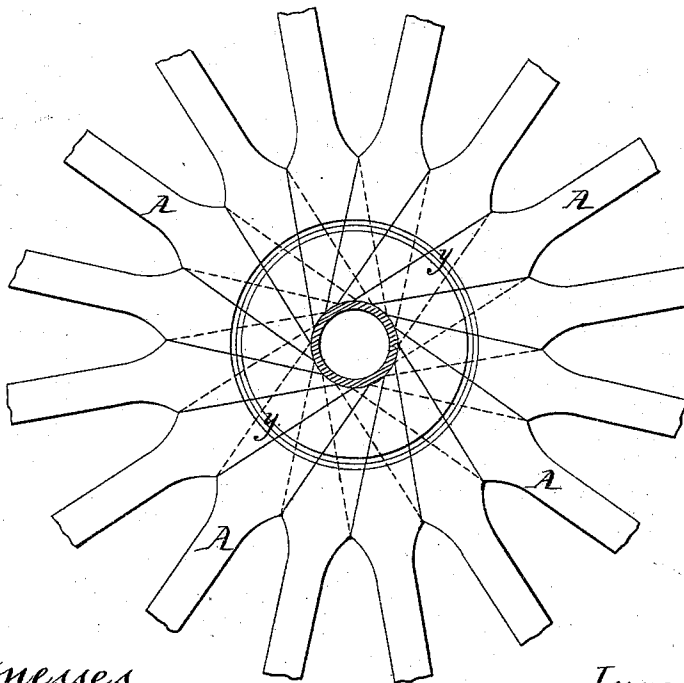


Fig. 2.



Witnesses.

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UNITED STATES PATENT OFFICE.

CHARLES A. MILLER, OF URBANA, OHIO.

IMPROVEMENT IN CARRIAGE-WHEELS.

Specification forming part of Letters Patent No. 125,206, dated April 2, 1872.

To whom it may concern:

Be it known that I, CHARLES A. MILLER, of Urbana, in the county of Champaign, in the State of Ohio, have invented a new and useful Improvement in Carriage-Wheels; and I do hereby declare the following to be a full and correct description of the same, sufficient to enable others skilled in the art to fully understand and construct the same, reference being had to the accompanying drawing, which makes part of this specification, in which—

Figure 1 is a sectional view, showing the construction of the hub and wheel. Fig. 2 is a view showing the arrangement of the wheel before the hub is added. Fig. 3 is the base end of one spoke, showing how it is framed.

Like letters of reference indicate like parts.

The nature of my invention consists in the formation of a carriage-wheel by first halving obliquely both sides of the contiguous ends of the spokes, making a lap-tenon, (as shown at Fig. 3,) so that when they are glued together at their edges and sides they are so perfectly interlocked with each other that they are less liable to break one from the other than if simply glued at their edges. After gluing the spokes together both sides of the converged points are turned so as to receive the parts constituting the hub, which are described below.

In the drawing, A represents the spokes glued and turned ready for the hub. The main parts of the hub, B and C, are two hollow cylindrical metal shells with a conical-shaped interior, provided each with flanges E E, extending inward as well as outward, the inner flanges of both terminating in a hole just large enough to admit the axle-box F,

which is a pipe-box of the usual form, to pass through, thus making the hub stronger than riveting through the two flanges only. On the inner faces of flanges E E are two V-shaped rings, T T, designed to fit into the circular grooves *y y* turned into both faces of the spokes, as shown at Fig. 2; said rings and grooves being designed to preserve the relative position of shells B and C, as also to hold more securely the spokes in their place. Box F is inserted and secured as follows: The outer or point end being cast to fit the hole in the end of shell C, the rear or butt end is secured by wedging it in the wooden box *x x*, which is inserted in shell B as follows: A piece of wood being turned to fit the interior of shell B, it is then sawed into three or more pieces, longitudinally, and put in, piece at a time, and then wedged out against the interior walls of said shell, thus forming a substantial seat for box *x x*. The flanges of shells B and C are made to embrace securely spokes A by means of a sufficient number of rivets, *s s*, which are passed through said flanges E E and spokes A, as seen at Fig. 1.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. Shells B and C, when provided with rings T T, in combination with wooden box *x x*, metallic-pipe box F, and rivets *s s*, substantially as and for the purposes set forth.

2. The uniting spokes A, substantially as and for the purposes set forth.

CHARLES A. MILLER.

Witnesses:

S. MILLER,
S. E. MILLER.