

J. CLARK.

Improvement in Wheels for Light Vehicles.

No. 128,211.

Patented June 25, 1872.

Fig. 1.

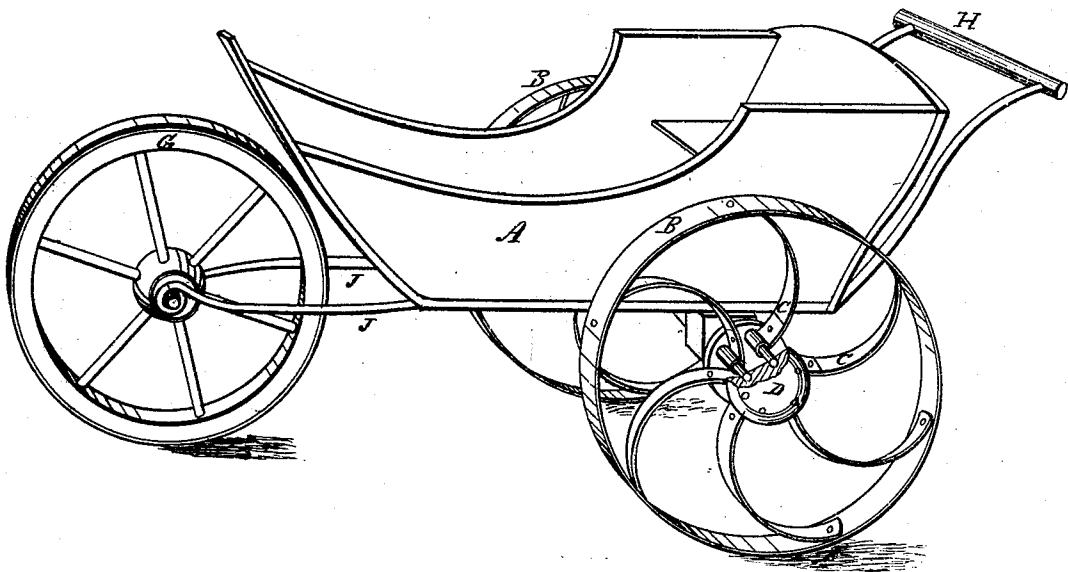
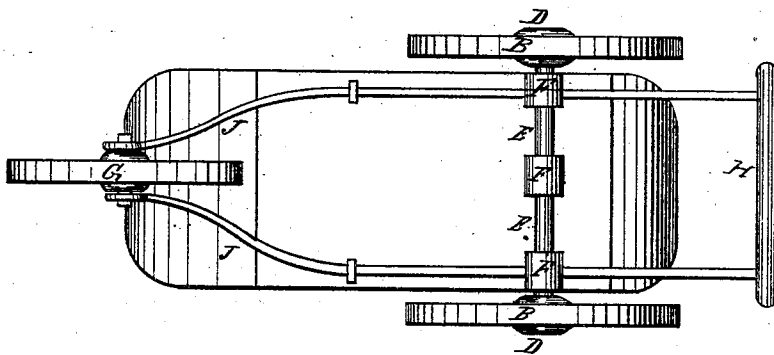


Fig. 2.



Witnesses

A & Wight

P M'Clann

Inventor

Jerome Clark

UNITED STATES PATENT OFFICE.

JEROME CLARK, OF LOUISVILLE, KENTUCKY, ASSIGNOR OF ONE-HALF HIS
RIGHT TO CHARLES KURFISS, OF SAME PLACE.

IMPROVEMENT IN WHEELS FOR LIGHT VEHICLES.

Specification forming part of Letters Patent No. 128,211, dated June 25, 1872.

Specification describing certain Improvements in Carriage and Buggy Wheels, and also other fixtures, invented by JEROME CLARK, of Louisville, county of Jefferson, and State of Kentucky.

The first part of my invention relates more especially to the wheels which are made of metal, the rim or tire being first made of flat iron or steel of sufficient thickness to bear the weight without crushing or flattening. The inside of this rim is provided with elliptic or curved springs in lieu of spokes. These springs are made of suitable flat spring-steel, with an eye turned on one end similar to a hinge, while the other end is riveted or bolted to the rim, the ends being so curved as to lie flat against it. The hub of the wheel is made in two pieces, grooved out in the center so as to form a flange on each side of the springs, sufficiently wide apart to admit the ends where they are secured to the hub by means of bolts or pins through the eye and flanges, thereby forming a hinge-joint, supported by the flanges at the sides. When thus arranged the springs are elastic and will yield to the unequal pressure and become a complete substitute for springs between the axle and body of the buggy. The second part of my invention consists in the short disconnected axles. These axles are made of iron and fastened securely in the hub of the wheel, and made to work loosely in bearings formed on the end of the cross-bar at the outside end, while the other works in a bearing secured to the under side of the cross-bar near the center. This last-named cross-bar may be made of either wood or iron. The third part of my invention consists in the general arrangement of the two bars to which the handle and front wheel is attached. These bars are simply two

plane bars of iron, either round or square, so arranged in shape as to be adapted to the purpose intended.

The great advantage which I claim for my invention is, that it supersedes the necessity of springs between the body and axles, which are always liable to get out of order; and therefore, require frequent repairs, but with my improvement there is but little that is liable to get out of repair, and the first cost being less than those now in use, makes it much more desirable on account of economy, and the neatness with which it is susceptible of being constructed.

Having thus fully described the nature and object of my invention, a more thorough understanding of which may be had by reference to the drawing—

Figure 1 is a perspective view of the buggy, showing the springs within the wheel in lieu of spokes. Fig. 2 is a flat view of the bottom of the buggy, showing the arrangement of the axles and handle bars, and how they connect with the front wheel.

In the drawing, A is the buggy. B B are the wheels. C C are the curved springs. D D are the hubs. E E are axles. F F F are the bearings. G is the front wheel. H is the handle. J J are the handle bars.

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

The curved springs C C composing the spokes of the wheel, when hinged to the hub D, in the manner described.

JEROME CLARK.

Witnesses:

A. E. HUYCK,
P. McCANN.