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A. C. JONES.

Car Wheel.

Patented June 14, 1834.

Fig: 1.

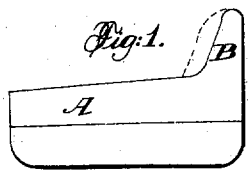


Fig: 2.

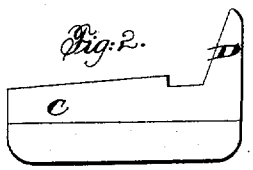


Fig: 3.

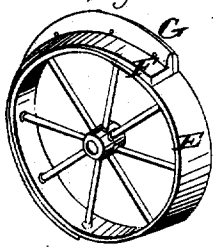


Fig: 4.

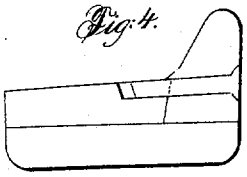


Fig: 5.

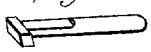


Fig: 9.

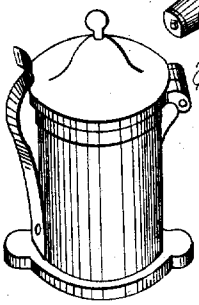


Fig: 6

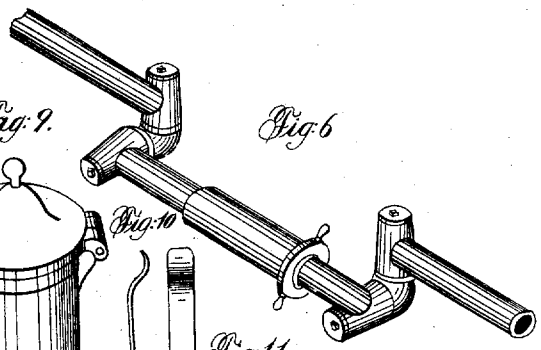


Fig: 10



Fig: 11.

Fig: 7.

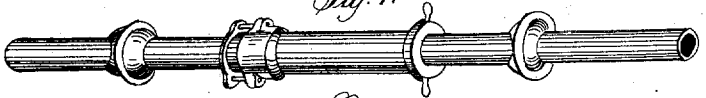
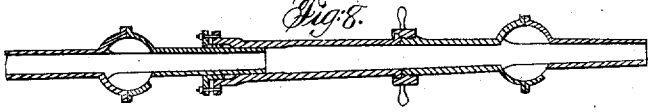


Fig: 8.



N.PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

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June 14, 1834 133.

Alfred E. Jones of Philadelphia Pennsylva.

Letters Patent

The schedule referred to in these Letters Patent and making part of the same containing a description in the words of the said Alfred E. Jones himself, of his improvement in the Locomotive Engines, Cars, and Carriages used upon Rail Roads.

To all whom it may concern.—

Be it known that I Alfred E. Jones of the City of Philadelphia in the State of Pennsylvania, have invented certain improvements in Locomotive Engines, which improvements are in part applicable to other carriages and cars, used upon railroads. and I do hereby declare the following, is a full and exact description of my said improvements reference being had to the drawing which accompanies this specification and makes part hereof. It is well known to those habituated to the use of such Machinery, that the iron tire, which forms the head and flanch of Locomotive and other railroad carriages, wears rapidly out, on the bearing of the flanch, by its friction against the rail, rendering it necessary in the course of a few months, to renew the tire at a considerable cost. My first improvement consists, in a mode of obviating this difficulty, by the employment of what I denominate a false flanch, In figure 1. the part A. represents a cross section of that portion of the tire, which forms the tread and the part B. that which forms the flanch. The latter, excluding the dotted line, exhibits a flanch as worn by a continued use of some months. The dotted line showing

8249 X

showing the original form which this wearing had taken place to an injurious extent. I take the wheel, and turning it in a lathe, I turn the flanch part of the tire in the manner shown at 6. D. fig 2. to receive the false flanch, making a shoulder in the tread of the wheel, to hold it more firmly. Fig 3. shows a wheel, surrounded in part by the tire, 6. being the tire, E, the tread of the tire, and by the false flanch, which I generally confine in its place, by means of rivets passing through it, and the tire flanch, having the holes on each side, countersunk for that purpose. I intend sometimes to make the flanch in one entire, separate piece, and secure it to the tread by means of T. headed bolts as shown in fig 4. one of the bolts being shown at fig 5. This bolt is to leave a recess in the tire, so as to be flush with it. What I claim in this part of my improvements, is the application of a false flanch, to the tire or rail road wheels; for the purpose, and in the manner, herein set forth, intending however to vary the mode of procedure in any way, which I may find convenient, whilst the principle thereof remains unchanged. My second improvement consists in apparatus by which the water is supplied from the cistern of the tender to the engine, which is usually effected by means of leather, hemp, or other hose, instead of those, I use apparatus, consisting of tubes, and joints of metal. one form in which I make this, is shown in fig 6, which is a tube having socket joints at A B and A B. fitted, together, conically so as to be water tight. The parts A B., being at right angles to each other, so as to move freely in all directions, C is a sliding tube, to admit of the lengthening & shortening of the apparatus, and applying it to the motion of the Carriage. D. is a union joint by which the parts when necessary may

8249X

may be detached from each other. fig 7. is a similar application, but with the ball, and socket joints, substituted for the last. fig 8. is a section of the same similar posts in each having the same letters of reference A.A. are the balls. B.B. the sockets, C.C. the cap for keeping the ball in their place. D.D. the sliding tube, which may if preferred be furnished with a stuffing box. E. the place of the union joint. I do not in this part claim, to be the inventor of flexible metallic tubes, such as I have described. but what I do claim, is their adaption to, and employment in Locomotive Carriages & tenders; for the purpose of supplying the engine with water.— my third improvement is in the oil cup, or syphon which is used for oiling the Machinery, and consists in the manner of confining the lid thereof, by means of a spring instead of by dividing or securing as is most common-ly done.

The general form which I give to the cup, its lid and hinge is shown in fig 9. the improvement consists in the application of a spring A. which is riveted or secured to the body of the cup, and is so bent at the top, as to bear on the edge of the lid. and retain it in its place, fig 10 is the edge and fig 11 the flat side of the spring. the application of which, to such cups, I claim as my invention.

Witness

E. Bartram

John Wall.

Alfred C. Jones.

Exd.
H.G.C.

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