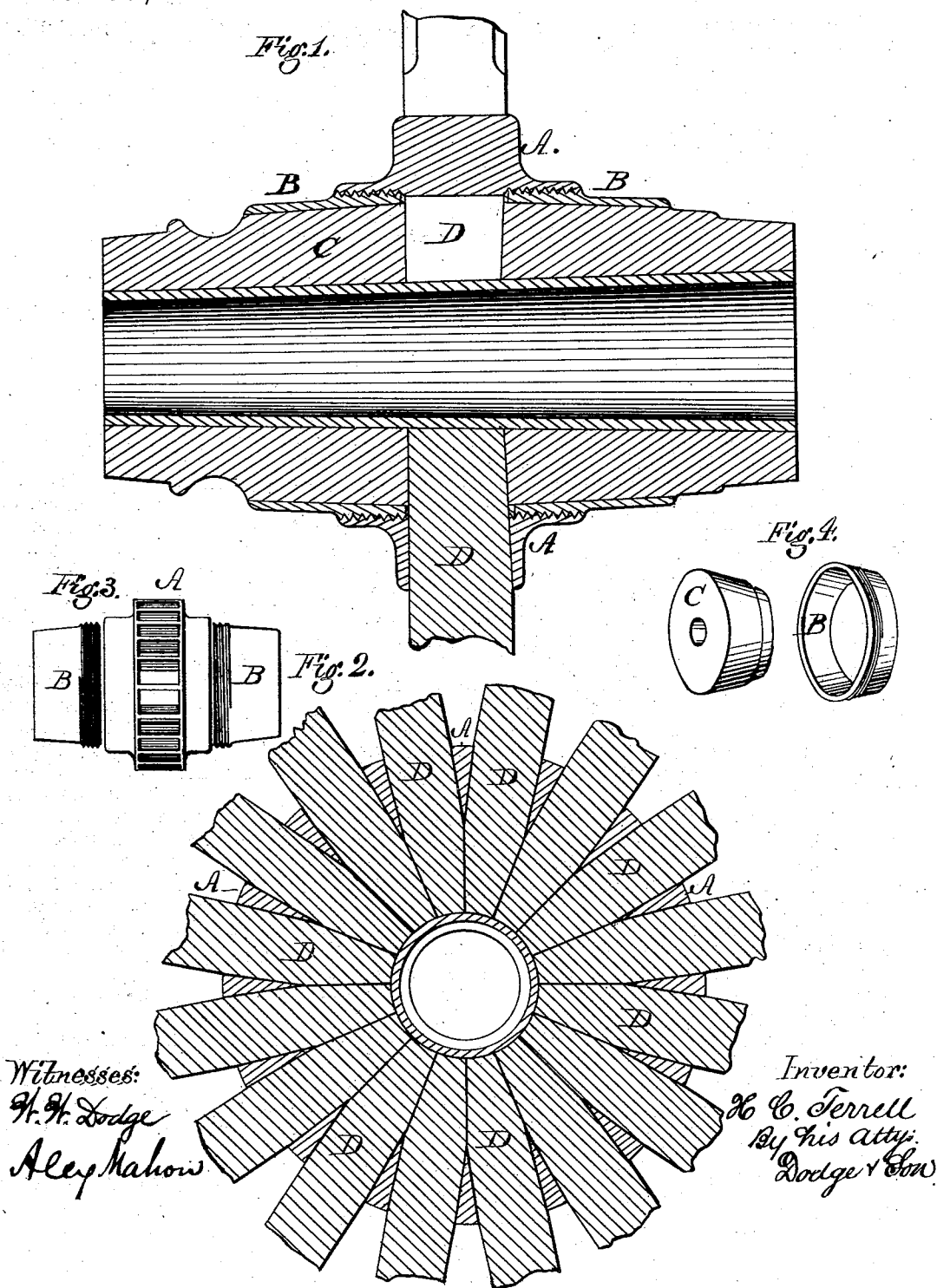


H. C. TERRELL.
Wheels for Vehicles.

No. 157,039.

Patented Nov. 17, 1874.



Witnesses:
H. H. Dodge
A. E. Mahon

Inventor:
H. C. Terrell
By His Atty.
Dodge & Son

UNITED STATES PATENT OFFICE.

HENRY C. TERRELL, OF WALLINGFORD, CONNECTICUT, ASSIGNOR TO
SPRINGER, MORLEY & GAUSE, OF WILMINGTON, DEL.

IMPROVEMENT IN WHEELS FOR VEHICLES.

Specification forming part of Letters Patent No. **157,039**, dated November 17, 1874; application filed
October 16, 1874.

CASE A.

To all whom it may concern:

Be it known that I, HENRY C. TERRELL, of Wallingford, in the county of New Haven and State of Connecticut, have invented certain Improvements in Carriage-Wheels, of which the following is a specification:

My invention consists in the peculiar combination and arrangement of the sectional metal body, the wooden filling, and the wooden spokes, as hereinafter fully explained.

Figure 1 represents a central section of my wheel, taken longitudinally through the hub; Fig. 2, a section of the wheel, taken transversely through the hub; Fig. 3, a side view of the disconnected sections of the metal body; Fig. 4, a perspective view of one end of the body and its wooden filling.

A represents a metal ring or annulus to encircle the hub, provided with straight mortises *a* to receive the spokes, the mortises being arranged so closely together that the partitions between them taper down to a thin inner edge, and allow the spokes to come in contact with each other from that point inward, as shown in Fig. 2. B B represent two metal rings or shells, provided around their inner ends with screw-threads, and screwed into opposite ends of the ring or annulus A, as shown. The shells B are each made of decreasing diameter toward the outer end, and are each filled with a wooden block, B, which is inserted from the inner end of the shell and forced tightly home before the shell is screwed to the annulus A. The inner ends of the wooden blocks are made slightly convex or crowning, and are made to protrude inward slightly beyond the shells and the sides of the mortises, an open central space being left between the inner ends of the

wooden pieces to receive the spokes. After the shells, with their wooden filling, are in place, the spokes, having their sides properly tapered, are driven through the mortises *a* in the annulus into the space between the wooden blocks, so that they bear against each other from the annulus inward, and form a solid mass around the pipe-box, as shown. By constructing the sectional body with its tapering ends screwed to the mortised annulus, the wooden filling inserted from the inside, and the spokes driven through the annulus and wedged tightly against each other, and between the two parts of the filling, a wheel is produced which is cheap, strong, light, and neat in its appearance. It is obvious that, instead of screwing the two shells to the annulus A, one of them may be formed solidly thereon and in one piece therewith.

I am aware that a mortised annulus is old; that a shell containing a wooden filling is also old, and that it is old to have the inner ends of the spokes wedged together; and I lay no claim to these features, except when combined and arranged as shown.

Having described my invention, what I do claim is—

The combination of the mortised annulus A, the tapering shells B, one or both screwed thereto, the wood filling C, and the spokes D, driven through the annulus between the two parts C, and forming a solid body around the axle-box.

HENRY C. TERRELL.

Witnesses:

JOS. T. K. PLANT,
P. T. DODGE.