

(No Model.)

J. PARKINSON, Sr.

APPARATUS FOR MANUFACTURING CAR WHEELS.

No. 522,084.

Patented June 26, 1894.

Fig. 1.

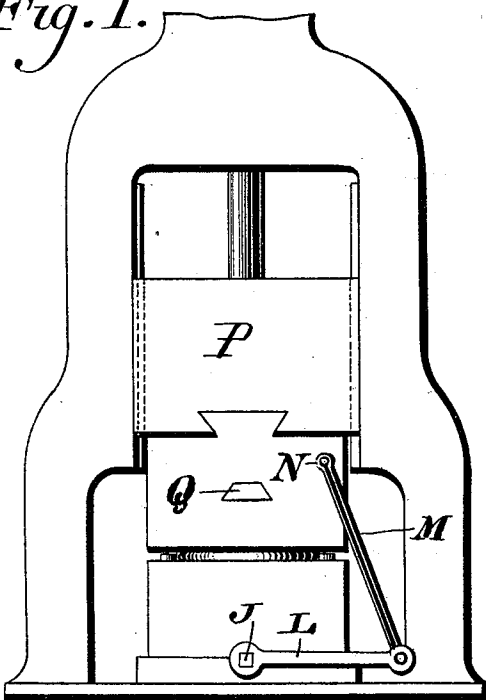


Fig. 2.

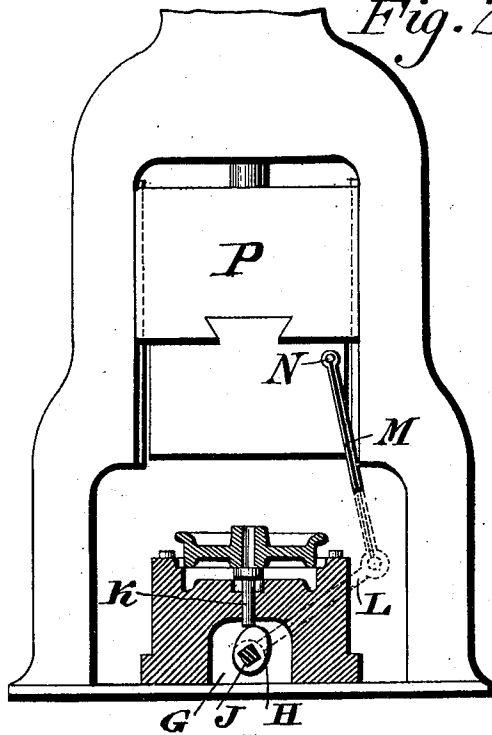


Fig. 3.

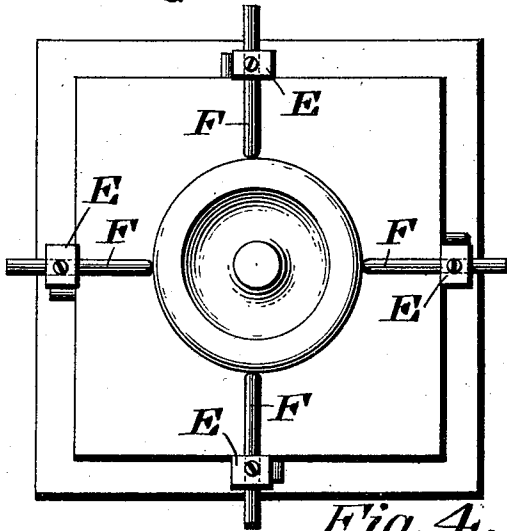
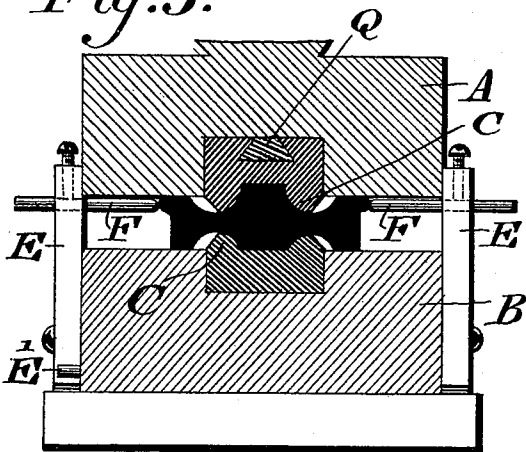


Fig. 6.



WITNESSES: E

O. H. Nagle.
Wm. C. Wiedersheim.

Fig. 5.

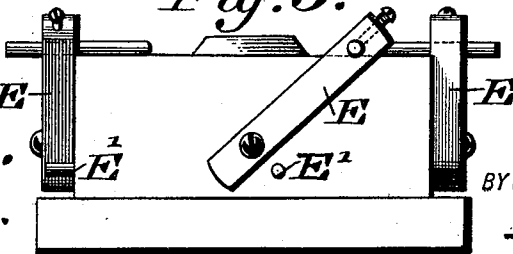


Fig. 4.

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JOHN PARKINSON, SR., OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR OF ONE-HALF TO JOHN PARKINSON, JR., AND GOTTLIEB SCHMIDT, OF SAME PLACE.

APPARATUS FOR MANUFACTURING CAR-WHEELS.

SPECIFICATION forming part of Letters Patent No. 522,084, dated June 26, 1894.

Application filed October 21, 1893. Serial No. 488,781. (No model.)

To all whom it may concern:

Be it known that I, JOHN PARKINSON, Sr., a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Improvement in Apparatus for Manufacturing Car-Wheels, &c., which improvement is fully set forth in the following specification and accompanying drawings.

My invention consists of improvements in the manufacture of forged car wheels, &c., embodying means for producing different shapes of wheels without changing the dies, means for removing the steadying-devices of the wheel, and means for removing the wheel from the dies, as will be hereinafter set forth.

Figure 1 represents a side elevation of portion of an apparatus employed in the manufacture of car wheels, &c., embodying my invention. Fig. 2 represents a partial side elevation and partial vertical section thereof. Fig. 3 represents a section of another portion thereof. Fig. 4 represents a top view of the lower die, Fig. 3. Fig. 5 represents a side elevation of the lower die and connected parts. Fig. 6 represents sections of supplemental dies that are employed for varying the shape of the forged articles.

Similar letters of reference indicate corresponding parts in the several figures.

Referring to the drawings: A and B designate upper and lower die-blocks, the dies or working faces C of which are adapted to impart shape to the sides of the wheel which is rested on the lower face, and subjected to the descending action of the upper die, as shown in Fig. 3.

D designates annular dies which may encircle the faces C, and thus vary the shape of the wheel from that imparted by said faces, without dispensing with said faces.

Pivoted to the die-block B are standards E, whose upper ends adjustably support the horizontal pins F, which contact with the wheel and hold the same steadily in position. When the wheel is to be removed, the standards may be swung laterally, as shown in Fig. 5, thus withdrawing the pins from the wheel. The motion of said standards may be limited by stops E' on the die-block.

In the lower die-block, below the working face, is a chamber G, in which is a cam H, the latter being connected with a horizontal shaft J, whose bearings are on said block. In the block is a vertical opening in which is fitted the rising and falling pin K, whose lower end is adapted to be engaged by the cam H, so as to raise said pin, the upper head of the latter being below the wheel.

Connected with the shaft J, is an arm L, with which is connected the slotted link M, whose upper end is adapted to be hung on the pin or stud N, on the upper die or hammer head P. It will be seen that the link M is removed from the stud N during the forging or finishing operations of the wheel. When the wheel is to be removed, the link is connected with the stud N, when the upward motion of the head P, raises the arm L, whereby the swell of the cam H bears upwardly against the pin K, and raises the same, the effect of which is the elevation of the wheel, as shown in Fig. 2. The upper working face or die C is removably held in position on the die-block by means of a dovetailed pin Q, which is passed through said die-block and face, as shown in Figs. 1 and 3.

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

1. An apparatus for manufacturing car wheels having die-blocks with working faces, and annular supplemental dies adapted to encircle and rest on said working faces, said parts being combined substantially as described.

2. In an apparatus for manufacturing car wheels, &c. the steadying guides for the wheel on the die or bed, the same consisting of standards and horizontal pins adjustably connected therewith, said standards being pivotally mounted on the bed, said parts being combined substantially as described.

3. In an apparatus for manufacturing car wheels, &c. a bed having a chamber therein below the working face of the same, a shaft in said chamber, a cam on said shaft below said working face, a vertical pin movably fitted in said bed, adapted to be below the wheel &c. and engaged by said cam, and means for

operating said cam, whereby the wheel may be raised, substantially as described.

4. A die or bed having a cam therein, a shaft carrying said cam, a pin adapted to be engaged by said cam, and located below the article on the die or bed, an arm connected with said shaft, and a slotted link attached

to said arm and adapted to be connected with the upper die or hammer, substantially as described.

JOHN PARKINSON, SR.

Witnesses:

JOHN A. WIEDERSHEIM,
A. P. JENNINGS.