

(No Model.)

W. J. LANE.
DOOR HANGER WHEEL.

No. 423,782.

Patented Mar. 18, 1890.

Fig. 1.

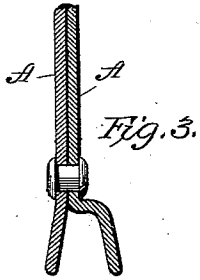
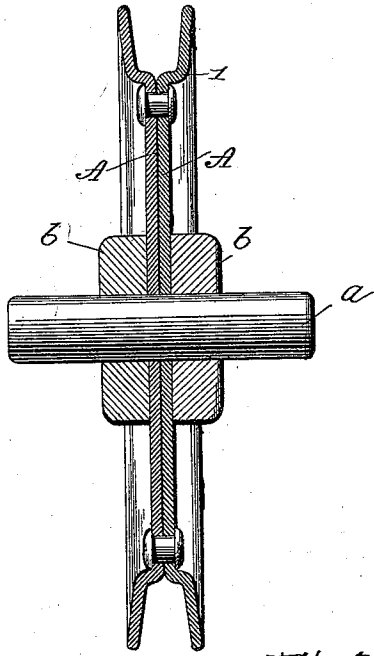
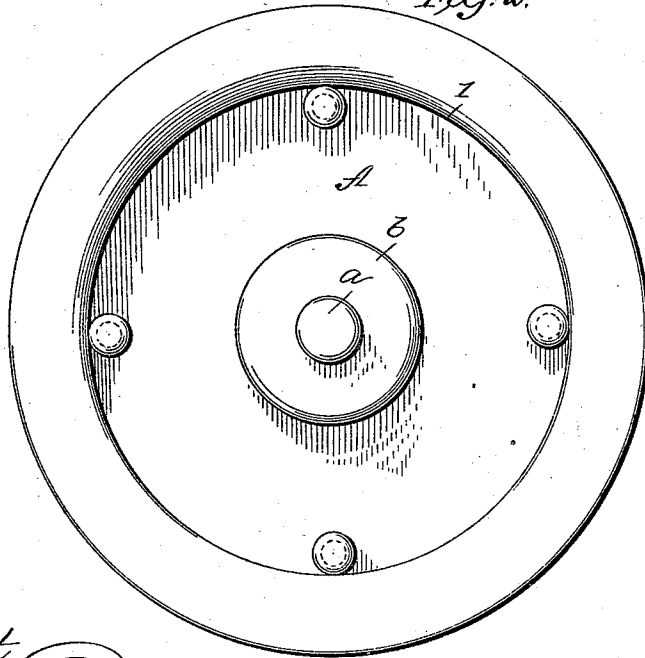


Fig. 2.



Attest
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UNITED STATES PATENT OFFICE.

WILLIAM J. LANE, OF POUGHKEEPSIE, NEW YORK.

DOOR-HANGER WHEEL:

SPECIFICATION forming part of Letters Patent No. 423,782, dated March 18, 1890.

Application filed November 12, 1889. Serial No. 329,987. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM J. LANE, of Poughkeepsie, in the county of Dutchess and State of New York, have invented a new and useful Improvement in Wheels; and I do hereby declare that the following is a full, clear, and exact description of the same.

The object of my invention is the production of a cheap wheel composed of few parts and adapted specially for the purposes of a sheave for use in connection with door-hangers, though I do not limit myself to this application.

The invention consists of two disks held together throughout their central portion to form the body of the wheel or sheave with their outer peripheries separated to form the tread between them.

It further consists of two disks of metal struck up by suitable dies to form a projecting rim on each disk, the central portions of the disks being placed together and secured, and the tread of the wheel being formed between the projecting rims.

The invention further consists in the details of construction.

Figure 1 represents a sectional view of the wheel or sheave, while Fig. 2 is an elevation. Fig. 3 represents a modification.

The wheel, as shown, is composed of two disks A, of metal, each struck up by a suitable die to form a projecting rim 1, extending beyond the plane of the central portion, the shoulder formed by the bend forming a curve, which constitutes one-half of the tread. The two disks thus formed are placed together and held by riveting or in any suitable manner. The curved shoulders form the tread of the wheel, and by their curvature lessen the friction between the wheel and the track upon

which it runs, the track being of such width as to have a bearing only on the shoulders nearest the projecting rims. The rims are preferably made flaring and serve to prevent derailment. I provide the wheel with journals by boring a central hole and forcing through the opening formed a pin, as at *a*, of slightly larger diameter, so as to prevent displacement. As the material of the disks may not afford a sufficient bearing for the axle, I add to this thickness by forcing collars *b* on the axle-pin on each side, thus forming a strengthening-hub.

While it is desirable to have both disks struck up alike, I may, as shown in the modification, use one disk perfectly plain and the other disk with a deeper dish, forming a shoulder of greater width for the tread, and this will serve the purpose, though not as effectively as the construction first described.

I claim as my invention—

1. A wheel or sheave consisting of two disks with their central portions in contact, one of said disks being struck up in dish shape, whereby the peripheries of the disks are separated and the tread formed between.

2. A wheel or sheave consisting of two disks with a struck-up portion between said disks forming a tread, the centers of the said disks being together, with their peripheries separated, a pin forming the axle, and collars held on the pin, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

WILLIAM J. LANE.

Witnesses:

GEO. H. SHERMAN,
F. L. MIDDLETON.