

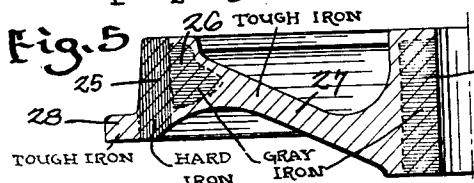
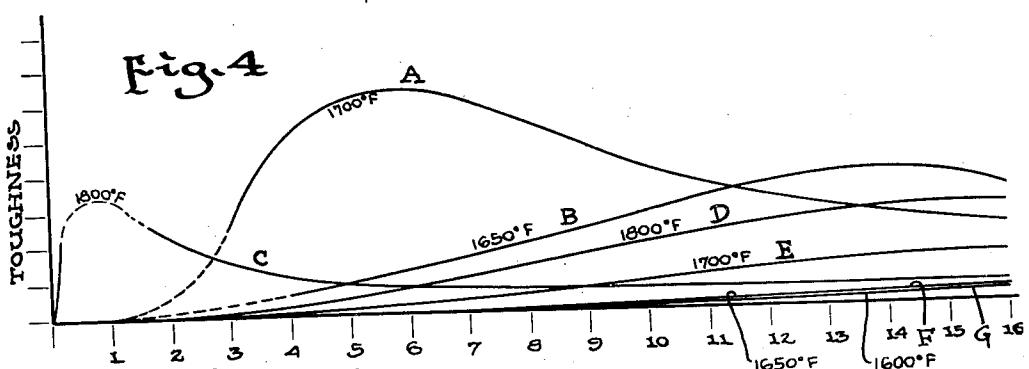
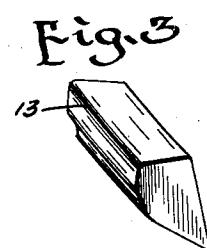
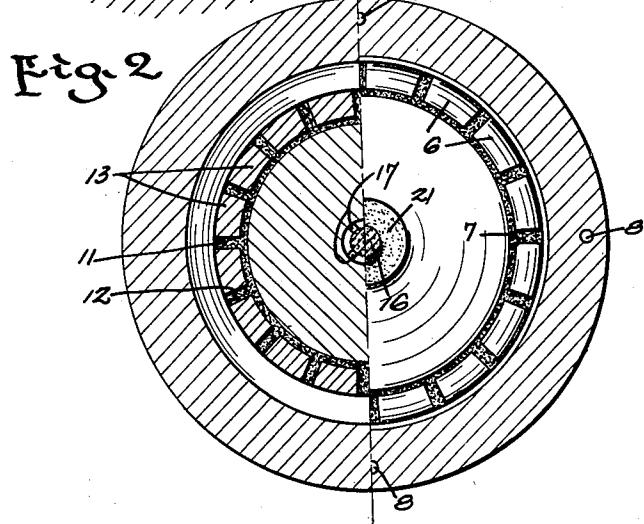
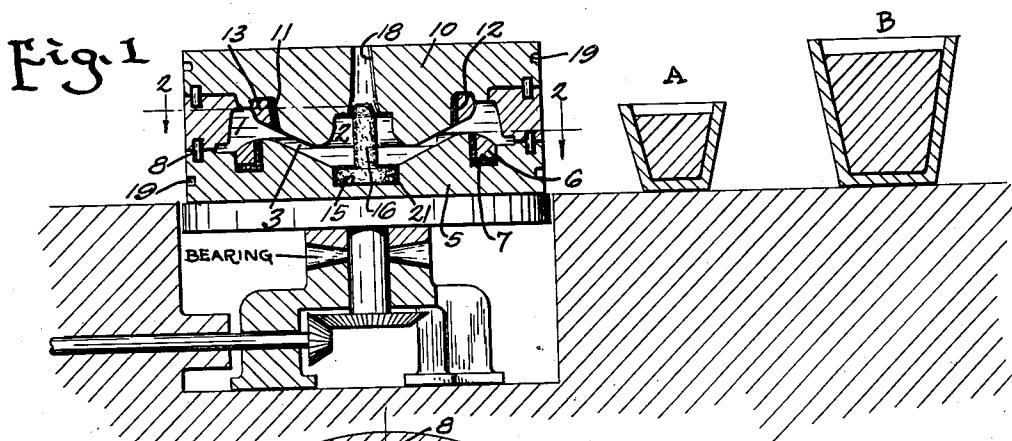
May 16, 1933.

F. A. FAHRENWALD

1,908,740

CAR WHEEL AND PROCESS OF MAKING SAME

Filed July 6, 1929



Frank G. Fahrenwald
Inventor
by Smith and Freeman
Attorneys

UNITED STATES PATENT OFFICE

FRANK A. FAHRENWALD, OF CHICAGO, ILLINOIS, ASSIGNOR TO SOUTHERN WHEEL COMPANY, OF NEW YORK, N. Y., A CORPORATION OF GEORGIA

CAR WHEEL AND PROCESS OF MAKING SAME

Application filed July 6, 1929. Serial No. 376,355.

This invention relates to car wheels and has for its object the provision of a new, cheapened and improved wheel for railway rolling stock. Such wheels have long been made by casting iron into a mold of the proper shape, the periphery of the mold consisting of a massive iron ring called a "chiller", which causes this exterior portion of the casting to become solidified very rapidly. The composition employed for the purpose is what I call an unstable iron mixture, namely one which produces grey cast-iron when cast in a sand mold, or white-iron when cast against a chiller. A composition often used for car wheels is carbon 3.25% to 3.50%, silicon .60% to .90% and the balance iron. In such a mixture the carbon is at least largely held in solution when the metal is melted, but the presence of silicon tends to precipitate that carbon in the form of graphite at and immediately below the temperature of solidification. The result is that when such a mixture is poured in a sand mold the resultant slow cooling causes the graphite to become separated out in the form of innumerable minute graphite plates or flakes which almost completely interrupt the metal phase, so that the latter, although it consists of an iron which would ordinarily be tough and ductile, exhibits the well known weakness and brittleness of "cast-iron". The same material when cast in a chilled mold, produces a casting, the fracture of which is white, like silver but very crystalline, the carbon being retained in combination with the iron in the form of a carbide known as "cementite", Fe_3C . Such white-iron consists of a mass of cementite embraced in a continuous phase of rather high-carbon steel. The cementite particles are extremely hard and resistant to wear, and the steel matrix due to the quick chilling is quench-hardened to a glass-like brittleness with the result that this type of metal is ordinarily excessively weak, and brittle. In the making of car wheels, all the mold excepting the tread portion has heretofore customarily been made of sand, but the tread portion has been formed by a massive iron ring known as a "chiller", thus producing a wheel having a body of grey cast-iron and a tread of chilled white-iron, the chilled condition ordinarily extending into the metal a distance of one-half to one inch depending upon the composition of the metal. Due to the sudden cooling and the consequent contraction of the periphery of the wheel during the time that the hub remains not only hot but almost molten, very severe stresses are set up, as a consequence of which it is customary to remove the "chiller" at the earliest possible moment, to lift the wheel from the mold, and to transfer it while still red hot to a slow cooling device where it can be annealed for a period of one or more days. According to contemporary practice no fuel is employed in this annealing operation, the wheels being merely deposited in piles of six or eight in thermally insulated pits where they cool gradually by reason of their mutually high temperature; and care has been taken not to introduce or maintain them at an unduly high temperature lest the treads be softened, while at the same time introducing them into the pits at a temperature above the critical range, which for this composition is about 1325° Fahrenheit. With this in view a technique has been established which will introduce the wheels into the pits at around 1400° to 1600° Fahrenheit. Due to the extreme hardness of the chilled tread, wheels of this nature possess a high reputation from the standpoint of wearing ability, but due to the deficient tensile strength and the absolute absence of ductility in the grey iron plate of the wheel, the expansion and contraction of the rim due to temperature changes (caused principally by the friction of the brakes) sometimes causes these wheels to fail by breakage of the plates. With the constantly increasing weights and speeds of trains and the consequent vigorous application of the brakes the strain upon the car wheels is constantly increasing and has now reached a point which is upon the borderline of the ability of grey iron wheels to stand. Even a very small improvement in the wheel as regards toughness would add a valuable factor of safety, but many years of

55

60

65

70

75

80

85

90

95

100

research by metallurgists all over the world have failed to produce any treatment whereby grey iron castings can be rendered tough or ductile. On the other hand the only alternative heretofore known has been to use steel wheels which while sufficiently tough and ductile, are so expensive in the first cost and so subject to tread wear as to produce marked disadvantages of another kind.

10 The objects of my invention are the provision of a new and improved car-wheel of cast-iron which shall retain the low cost of cast-iron in combination with the hard white-iron tread, while possessing a high degree of toughness and tensile strength in the plate which shall better enable the latter to withstand the necessary operating conditions; the provision of a cast-iron car-wheel having a tough plate and a hard tread; the 15 provision of a method of casting and heat-treating a cast-iron car-wheel which shall render the plate tough and ductile while leaving the tread hard and wear-resistant; while further objects and advantages of the 20 invention will become apparent as the description proceeds.

In the drawing accompanying and forming a part of this application I have illustrated certain apparatus and certain diagrams explanatory of my improvement. Fig. 1 is a vertical sectional view through a mold and rotary support for use in accordance with my present improvements; Fig. 2 is a horizontal sectional view on the broken line 25 2—2 of Fig. 1; Fig. 3 is a perspective view of a separate chiller block constituting a part of the mold shown in Figs. 1 and 2; Fig. 4 is a diagram showing the relation of time, temperature and tensile strength for certain 30 dissimilar casting compositions; and Fig. 5 is a partial section through a completed wheel.

A car-wheel comprises a circular rim portion 1 termed the "tread", joined to a central 35 massive hub 2 by a comparatively thin web 3 ordinarily called the "plate". This plate is generally dished more or less as shown in Fig. 1 although its specific contour is relatively unimportant provided that the hub 40 and tread preserve their requisite standard relationship. According to my present invention the mold in which the wheel is cast is mounted for rotation about an axis concentric with the wheel axis and rotated during the casting operation at such speed as shall cause the molten metal to stratify circumferentially. The metal is poured from two separate ladles, A and B, the one, A, designed for the casting of the tread, containing 45 a stable iron mixture, that is to say one in which the carbides are difficult to decompose by heat; and the other, B, namely that designed for producing the plate and hub, of what I term an unstable iron mixture, namely one in which the cementite is relatively

easily broken down by heat as compared to stable iron. The following are specimens of unstable iron mixtures:

	A	B	C
Carbon.....	(In percent) 2.80 to 3.10	(In percent) 3.00 to 3.25	(In percent) 3.25 to 3.50
Silicon.....	.90 to 1.20	.80 to 1.00	.60 to .90
Iron.....	balance	balance	balance
Sulphur.....	up to .20	up to .20	up to .20
Phosphorus.....	up to .60	up to .60	up to .60
Manganese.....	up to 1.00	up to 1.00	up to 1.00

70 Any one of the foregoing can be converted into a stable white iron by sufficiently reducing the carbon, or by sufficiently reducing the silicon, or both. For example the following are stable white-iron mixtures:

Carbon.....	2.80% to 3.10%	2.25 to 2.60
Silicon.....	.25% to .60%	.60 to .80
Iron.....	balance	balance
Impurities as before.....		

80 The mold is preferably made as nearly as possible all of metal, both for the sake of the chilling effect thereby obtained and for the purpose of withstanding the peculiar stress due to the rapid rotation. A convenient way of making such a mold is shown in Figs. 1 and 2, wherein the drag consists of a single massive metal block 5 excepting for an annular portion 6 adjacent to the outwardly and downwardly sloping shoulder presented by the inner rear face of the tread, which is made yielding by the use of said or better still of baked core-composition inset in a groove 7 provided for the purpose. Resting on the marginal portion of this drag in a position fixed by dowel pins 8 is the "tread chiller" usually employed. Resting in turn on this tread-chiller is the cope element 10, here also consisting of a massive piece of cast-iron excepting for a portion immediately inside the forward shoulder of the tread which I have also shown as made yielding by the use of sand or preferably of baked core material 11 received in a groove 12. In each groove I preferably employ a plurality of tapering, metal, chiller-blocks 13 sufficient in size to exert a chilling effect but separated from each other and from the inner wall of the groove by the crushable material 11.

85 Formed at the center of the drag is a recess 15 for the lower end of the hub-core 16 whose upper end is received between suitable fingers 17 projecting inwardly around the lower end of the pouring hole 18. The spaces between these fingers constitute the sprues. I have shown the peripheries of these mold members as formed with suitable recesses 19 for the reception of crane hooks, since it is important to remove the cope and chiller at the earliest possible moment after pouring to reduce the danger of the wheel drawing apart upon contraction. It is for this reason that the crushable portions 6 and 11 are introduced, namely to allow a trifle more lati-

70

75

85

90

95

100

110

115

120

125

130

tude in the time of opening the mold. Excepting for this I would prefer to make the entire mold of metal. The core 16, however, can be made of ordinary baked core-materials, and I have shown it as formed with an enlarged lower end 21 defining the face of the hub as well as the bore thereof, so that the molten iron entering through the sprues may fall thereon instead of on the metal 10 surface of the mold on which it might have a local eroding influence.

The mold having been set in rotation at a sufficient speed to deliver the molten metal to the periphery thereof, the contents of the 15 two ladles of proper size are emptied therein in quick succession. I first introduce the entire contents of the smaller ladle A, which contains the stable iron mixture but is only of such capacity as to make about half the 20 tread thickness; then, and with the smallest possible break (or even with some overlapping) sufficient of the unstable mixture from the larger ladle B is introduced to fill the mold completely and stand well up in the 25 pouring hole 18. These different iron mixtures are sufficiently similar in composition so that they fuse readily together, exhibit nearly the same coefficient of thermal expansion at least throughout the herein essential 30 range, and offer little or no tendency to separate along the line of junction when properly poured as I have described. Immediately upon the filling of the mold the rotation is stopped, and the cope and chiller are lifted 35 off just as soon as the iron has become entirely solidified so that the wheel can contract with sufficient freedom to minimize the danger of disruption.

If the wheel were allowed to cool, and then 40 broken, it would be found that all portions of the same were of white iron excepting probably the interior of the hub, and possibly also a slight portion of the interior of the tread where it is thickest. The tread portion 45 would be white because of the nature of the iron and regardless of the use of a tread chiller. The latter is employed for the purpose of affording the desired contour to the tread, and also as a convenient mode of producing a centrifugal mold which will not fly 50 apart. The plate (and also the flange if cast as may be done from the unstable iron mixture) will be white because of chilling. 55 However, it is best not to allow this wheel to assume too low a temperature since it would be very likely to break in pieces because of cooling strains before room temperature was reached, but to transfer it immediately to a 60 heat treating furnace having an atmosphere-temperature of between 1700° and 1750° Fahrenheit, where it is left for a sufficient period of time to enable the cementite content of the 65 unstable-iron-portions to become more or less decomposed. Curves A, B, and C in Fig.

4 show the relation of toughness to time of treatment at different temperatures for unstable compositions of the type I have described when cast against chillers; curves D, E, F, and G thereof show the relation of toughness to time of treatment at different temperatures for stable iron compositions of the type I have described. With the unstable mixture the liberation of the combined carbon is substantially complete in 70 portions of the casting which are maintained at a temperature of 1800° Fahrenheit for even less than an hour, and maximum toughness is secured in substantially less time. Indeed the rapidity of the decomposition is so great at this high temperature that I have been unable to plot the top of the curve to my entire satisfaction for which reason I have shown this in dotted outline. On the other hand the decomposition of the massive carbide is only partially accomplished after 80 eight hours or more at a temperature of 1650° Fahrenheit, although with most compositions of the unstable type this is ample for the purpose in view and maximum toughness is generally exhibited by portions which are maintained for about four hours at about 85 1700° Fahrenheit.

The effect of this breaking down of the carbides is to produce a steel-like matrix having nodular masses submerged therein consisting partly of cementite and partly of graphite, the proportions of the last two ingredients depending upon the time and temperature of treatment. If the treatment is continued sufficiently long, the cementite portions are entirely broken down, and the combined carbon is largely driven out of the matrix-metal also, leaving the same substantially in the ferrite condition. With shorter treatment the matrix metal can be made to consist almost wholly of pearlite which is known to exhibit a high degree of strength and toughness. Accordingly the best results in point of strength are obtained at a point short of complete breaking down of the cementite or of total liberation of the combined carbon. Furthermore the operating requirements are not such as to demand the maximum obtainable toughness since a condition which sometimes limits the life of a gray-iron car-wheel is the thermal expansion and contraction of its tread which sets up strains in the plate which the latter being totally devoid of ductility is unable to bear despite the fact that the actual amount of expansion and contraction is very small. Hence even a small accession of ductility is enough to satisfy the essential requirements.

Curves D, E, F, and G of Fig. 4 show, however, that a stable iron mixture, such as that used for the tread of the wheel, is very little decomposed even by several hours exposure to a temperature of 1700° Fahrenheit or even of 1800° Fahrenheit. Accordingly 125 130 135 140 145 150 155 160 165 170 175 180 185 190 195 200 205 210 215 220 225 230 235 240 245 250 255 260 265 270 275 280 285 290 295 300 305 310 315 320 325 330 335 340 345 350 355 360 365 370 375 380 385 390 395 400 405 410 415 420 425 430 435 440 445 450 455 460 465 470 475 480 485 490 495 500 505 510 515 520 525 530 535 540 545 550 555 560 565 570 575 580 585 590 595 600 605 610 615 620 625 630 635 640 645 650 655 660 665 670 675 680 685 690 695 700 705 710 715 720 725 730 735 740 745 750 755 760 765 770 775 780 785 790 795 800 805 810 815 820 825 830 835 840 845 850 855 860 865 870 875 880 885 890 895 900 905 910 915 920 925 930 935 940 945 950 955 960 965 970 975 980 985 990 995 1000 1005 1010 1015 1020 1025 1030 1035 1040 1045 1050 1055 1060 1065 1070 1075 1080 1085 1090 1095 1100 1105 1110 1115 1120 1125 1130 1135 1140 1145 1150 1155 1160 1165 1170 1175 1180 1185 1190 1195 1200 1205 1210 1215 1220 1225 1230 1235 1240 1245 1250 1255 1260 1265 1270 1275 1280 1285 1290 1295 1300 1305 1310 1315 1320 1325 1330 1335 1340 1345 1350 1355 1360 1365 1370 1375 1380 1385 1390 1395 1400 1405 1410 1415 1420 1425 1430 1435 1440 1445 1450 1455 1460 1465 1470 1475 1480 1485 1490 1495 1500 1505 1510 1515 1520 1525 1530 1535 1540 1545 1550 1555 1560 1565 1570 1575 1580 1585 1590 1595 1600 1605 1610 1615 1620 1625 1630 1635 1640 1645 1650 1655 1660 1665 1670 1675 1680 1685 1690 1695 1700 1705 1710 1715 1720 1725 1730 1735 1740 1745 1750 1755 1760 1765 1770 1775 1780 1785 1790 1795 1800 1805 1810 1815 1820 1825 1830 1835 1840 1845 1850 1855 1860 1865 1870 1875 1880 1885 1890 1895 1900 1905 1910 1915 1920 1925 1930 1935 1940 1945 1950 1955 1960 1965 1970 1975 1980 1985 1990 1995 2000 2005 2010 2015 2020 2025 2030 2035 2040 2045 2050 2055 2060 2065 2070 2075 2080 2085 2090 2095 2100 2105 2110 2115 2120 2125 2130 2135 2140 2145 2150 2155 2160 2165 2170 2175 2180 2185 2190 2195 2200 2205 2210 2215 2220 2225 2230 2235 2240 2245 2250 2255 2260 2265 2270 2275 2280 2285 2290 2295 2300 2305 2310 2315 2320 2325 2330 2335 2340 2345 2350 2355 2360 2365 2370 2375 2380 2385 2390 2395 2400 2405 2410 2415 2420 2425 2430 2435 2440 2445 2450 2455 2460 2465 2470 2475 2480 2485 2490 2495 2500 2505 2510 2515 2520 2525 2530 2535 2540 2545 2550 2555 2560 2565 2570 2575 2580 2585 2590 2595 2600 2605 2610 2615 2620 2625 2630 2635 2640 2645 2650 2655 2660 2665 2670 2675 2680 2685 2690 2695 2700 2705 2710 2715 2720 2725 2730 2735 2740 2745 2750 2755 2760 2765 2770 2775 2780 2785 2790 2795 2800 2805 2810 2815 2820 2825 2830 2835 2840 2845 2850 2855 2860 2865 2870 2875 2880 2885 2890 2895 2900 2905 2910 2915 2920 2925 2930 2935 2940 2945 2950 2955 2960 2965 2970 2975 2980 2985 2990 2995 3000 3005 3010 3015 3020 3025 3030 3035 3040 3045 3050 3055 3060 3065 3070 3075 3080 3085 3090 3095 3100 3105 3110 3115 3120 3125 3130 3135 3140 3145 3150 3155 3160 3165 3170 3175 3180 3185 3190 3195 3200 3205 3210 3215 3220 3225 3230 3235 3240 3245 3250 3255 3260 3265 3270 3275 3280 3285 3290 3295 3300 3305 3310 3315 3320 3325 3330 3335 3340 3345 3350 3355 3360 3365 3370 3375 3380 3385 3390 3395 3400 3405 3410 3415 3420 3425 3430 3435 3440 3445 3450 3455 3460 3465 3470 3475 3480 3485 3490 3495 3500 3505 3510 3515 3520 3525 3530 3535 3540 3545 3550 3555 3560 3565 3570 3575 3580 3585 3590 3595 3600 3605 3610 3615 3620 3625 3630 3635 3640 3645 3650 3655 3660 3665 3670 3675 3680 3685 3690 3695 3700 3705 3710 3715 3720 3725 3730 3735 3740 3745 3750 3755 3760 3765 3770 3775 3780 3785 3790 3795 3800 3805 3810 3815 3820 3825 3830 3835 3840 3845 3850 3855 3860 3865 3870 3875 3880 3885 3890 3895 3900 3905 3910 3915 3920 3925 3930 3935 3940 3945 3950 3955 3960 3965 3970 3975 3980 3985 3990 3995 4000 4005 4010 4015 4020 4025 4030 4035 4040 4045 4050 4055 4060 4065 4070 4075 4080 4085 4090 4095 4100 4105 4110 4115 4120 4125 4130 4135 4140 4145 4150 4155 4160 4165 4170 4175 4180 4185 4190 4195 4200 4205 4210 4215 4220 4225 4230 4235 4240 4245 4250 4255 4260 4265 4270 4275 4280 4285 4290 4295 4300 4305 4310 4315 4320 4325 4330 4335 4340 4345 4350 4355 4360 4365 4370 4375 4380 4385 4390 4395 4400 4405 4410 4415 4420 4425 4430 4435 4440 4445 4450 4455 4460 4465 4470 4475 4480 4485 4490 4495 4500 4505 4510 4515 4520 4525 4530 4535 4540 4545 4550 4555 4560 4565 4570 4575 4580 4585 4590 4595 4600 4605 4610 4615 4620 4625 4630 4635 4640 4645 4650 4655 4660 4665 4670 4675 4680 4685 4690 4695 4700 4705 4710 4715 4720 4725 4730 4735 4740 4745 4750 4755 4760 4765 4770 4775 4780 4785 4790 4795 4800 4805 4810 4815 4820 4825 4830 4835 4840 4845 4850 4855 4860 4865 4870 4875 4880 4885 4890 4895 4900 4905 4910 4915 4920 4925 4930 4935 4940 4945 4950 4955 4960 4965 4970 4975 4980 4985 4990 4995 5000 5005 5010 5015 5020 5025 5030 5035 5040 5045 5050 5055 5060 5065 5070 5075 5080 5085 5090 5095 5100 5105 5110 5115 5120 5125 5130 5135 5140 5145 5150 5155 5160 5165 5170 5175 5180 5185 5190 5195 5200 5205 5210 5215 5220 5225 5230 5235 5240 5245 5250 5255 5260 5265 5270 5275 5280 5285 5290 5295 5300 5305 5310 5315 5320 5325 5330 5335 5340 5345 5350 5355 5360 5365 5370 5375 5380 5385 5390 5395 5400 5405 5410 5415 5420 5425 5430 5435 5440 5445 5450 5455 5460 5465 5470 5475 5480 5485 5490 5495 5500 5505 5510 5515 5520 5525 5530 5535 5540 5545 5550 5555 5560 5565 5570 5575 5580 5585 5590 5595 5600 5605 5610 5615 5620 5625 5630 5635 5640 5645 5650 5655 5660 5665 5670 5675 5680 5685 5690 5695 5700 5705 5710 5715 5720 5725 5730 5735 5740 5745 5750 5755 5760 5765 5770 5775 5780 5785 5790 5795 5800 5805 5810 5815 5820 5825 5830 5835 5840 5845 5850 5855 5860 5865 5870 5875 5880 5885 5890 5895 5900 5905 5910 5915 5920 5925 5930 5935 5940 5945 5950 5955 5960 5965 5970 5975 5980 5985 5990 5995 6000 6005 6010 6015 6020 6025 6030 6035 6040 6045 6050 6055 6060 6065 6070 6075 6080 6085 6090 6095 6100 6105 6110 6115 6120 6125 6130 6135 6140 6145 6150 6155 6160 6165 6170 6175 6180 6185 6190 6195 6200 6205 6210 6215 6220 6225 6230 6235 6240 6245 6250 6255 6260 6265 6270 6275 6280 6285 6290 6295 6300 6305 6310 6315 6320 6325 6330 6335 6340 6345 6350 6355 6360 6365 6370 6375 6380 6385 6390 6395 6400 6405 6410 6415 6420 6425 6430 6435 6440 6445 6450 6455 6460 6465 6470 6475 6480 6485 6490 6495 6500 6505 6510 6515 6520 6525 6530 6535 6540 6545 6550 6555 6560 6565 6570 6575 6580 6585 6590 6595 6600 6605 6610 6615 6620 6625 6630 6635 6640 6645 6650 6655 6660 6665 6670 6675 6680 6685 6690 6695 6700 6705 6710 6715 6720 6725 6730 6735 6740 6745 6750 6755 6760 6765 6770 6775 6780 6785 6790 6795 6800 6805 6810 6815 6820 6825 6830 6835 6840 6845 6850 6855 6860 6865 6870 6875 6880 6885 6890 6895 6900 6905 6910 6915 6920 6925 6930 6935 6940 6945 6950 6955 6960 6965 6970 6975 6980 6985 6990 6995 7000 7005 7010 7015 7020 7025 7030 7035 7040 7045 7050 7055 7060 7065 7070 7075 7080 7085 7090 7095 7100 7105 7110 7115 7120 7125 7130 7135 7140 7145 7150 7155 7160 7165 7170 7175 7180 7185 7190 7195 7200 7205 7210 7215 7220 7225 7230 7235 7240 7245 7250 7255 7260 7265 7270 7275 7280 7285 7290 7295 7300 7305 7310 7315 7320 7325 7330 7335 7340 7345 7350 7355 7360 7365 7370 7375 7380 7385 7390 7395 7400 7405 7410 7415 7420 7425 7430 7435 7440 7445 7450 7455 7460 7465 7470 7475 7480 7485 7490 7495 7500 7505 7510 7515 7520 7525 7530 7535 7540 7545 7550 7555 7560 7565 7570 7575 7580 7585 7590 7595 7600 7605 7610 7615 7620 7625 7630 7635 7640 7645 7650 7655 7660 7665 7670 7675 7680 7685 7690 7695 7700 7705 7710 7715 7720 7725 7730 7735 7740 7745 7750 7755 7760 7765 7770 7775 7780 7785 7790 7795 7800 7805 7810 7815 7820 7825 7830 7835 7840 7845 7850 7855 7860 7865 7870 7875 7880 7885 7890 7895 7900 7905 7910 7915 7920 7925 7930 7935 7940 7945 7950 7955 7960 7965 7970 7975 7980 7985 7990 7995 8000 8005 8010 8015 8020 8025 8030 8035 8040 8045 8050 8055 8060 8065 8070 8075 8080 8085 8090 8095 8100 8105 8110 8115 8120 8125 8130 8135 8140 8145 8150 8155 8160 8165 8170 8175 8180 8185 8190 8195 8200 8205 8210 8215 8220 8225 8230 8235 8240 8245 8250 8255 8260 8265 8270 8275 8280 8285 8290 8295 8300 8305 8310 8315 8320 8325 8330 8335 8340 8345 8350 8355 8360 8365 8370 8375 8380 8385 8390 8395 8400 8405 8410 8415 8420 8425 8430 8435 8440 8445 8450 8455 8460 8465 8470 8475 8480 8485 8490 8495 8500 8505 8510 8515 8520 8525 8530 8535 8540 8545 8550 8555 8560 8565 8570 8575 8580 8585 8590 8595 8600 8605 8610 8615 8620 8625 8630 8635 8640 8645 8650 8655 8660 8665 8670 8675 8680 8685 8690 8695 8700 8705 8710 8715 8720 8725 8730 8735 8740 8745 8750 8755 8760 8765 8770 8775 8780 8785 8790 8795 8800 8805 8810 8815 8820 8825 8830 8835 8840 8845 8850 8855 8860 8865 8870 8875 8880 8885 8890 8895 8900 8905 8910 8915 8920 8925 8930 8935 8940 8945 8950 8955 8960 8965 8970 8975 8980 8985 8990 8995 9000 9005 9010 9015 9020 9025 9030 9035 9040 9045 9050 9055 9060 9065 9070 9075 9080 9085 9090 9095 9100 9105 9110 9115 9120 9125 9130 9135 9140 9145 9150 9155 9160 9165 9170 9175 9180 9185 9190 9195 9200 9205 9210 9215 9220 9225 9230 9235 9240 9245 9250 9255 9260 9265 9270 9275 9280 9285 9290 9295 9300 9305 9310 9315 9320 9325 9330 9335 9340 9345 9350 9355 9360 9365 9370 9375 9380 9385 9390 9395 9400 9405 9410 9415 9420 9425 9430 9435 9440 9445 9450 9455 9460 9465 9470 9475 9480 9485 9490 9495 9500 9505 9510 9515 9520 9525 9530 9535 9540 9545 9550 9555 9560 9565 9570 9575 9580 9585 9590 9595 9600 9605 9610 9615 9620 9625 9630 9635 9640 9645 9650 9655 9660 9665 9670 9675 9680 9685 9690 9695 9700 9705 9710 9715 9720 9725 9730 9735 9740 9745 9750 9755 9760 9765 9770 9775 9780 9785 9790 9795 9800 9805 9810 9815 9820 9825 9830 9835 9840 9845 9850 9855 9860 9865 9870 9875 9880 9885 9890 9895 9900 9905 9910 9915 9920 9925 9930 9935 9940 9945 9950 9955 9960 9965 9970 9975 9980 9985 9990 9995 10000

the treatment which serves to break down the unstable chilled portion of the casting, producing a condition of toughness and strength therein, has no noticeable or measurable softening effect upon the tread. The hub will take care of itself. The only practical requirement is that it be sufficiently soft to enable convenient boring and sufficiently strong to withstand the stress of service. If the hub 10 should turn out to consist of gray-iron, it can readily be machined as is well known; whereas if it should turn out to consist of chilled iron, the heat-treatment which affords ductility to the plate also softens the metal to 15 such a degree as to enable ready machining. Ordinarily metal so unstable as that which I prefer to employ for this process will not chill all the way through with a hub of this size wherefore the same will come out partly gray 20 and partly chilled.

The length of time actually necessary for the heat-treatment depends upon the temperature of the furnace, the promptness with which the casting is introduced therein, the 25 composition of the metal, and the amount of decomposition and toughening desired. I have found a treatment of four hours at a temperature of 1725° Fahrenheit to be very 30 satisfactory, but considerable changes in time and temperature can be made even with the same mixture, and even greater changes with other mixtures. At the end of this treatment the matrix metal of the plate portion should consist substantially of steel, 35 partly severed of course by the rounded inclusions of graphite, and sometimes mixed with some cementite. The only remaining problem is accordingly that of so cooling the article as to obtain the best condition of this 40 steel and at the same time of setting up a minimum of strain between the hardened tread portion and the adjacent portions of the article. The simplest mode is, after removing these articles from the heat-treating 45 furnace, to introduce them into thermally insulated pits exactly as is done at the present time, and allow them to soak therein for two days or more as at present. The exposure to the air in conveying the articles from the 50 furnace to the pit will ordinarily depress its temperature sufficiently to arrest undue grain-growth, while the effect of the pit is to delay the cooling through the critical range so as to give a controlled degree of 55 toughness to the plate highly desirable to the end in view.

Additional alloying constituents, such as are customarily called "hardeners" and "softeners" can be employed if desired. If 60 used at all I consider it preferable to use the hardeners such as chromium or manganese in the tread portion in order to decrease the likelihood of liberating the combined carbon therein; whereas such softeners as e. g. copper or aluminum might better be employed 65

in the plate portion in order to reduce the time and temperature of treatment.

The process herein described results in a car-wheel which exhibits at different points the structures indicated in Fig. 5 hereof, 70 namely: a hard circumferential portion 25 around the periphery of the tread, a gray-iron core 26 inside the tread and also inside the hub, and a plate of tough iron indicated at 27, which tough iron also overlies the grey-iron of the tread and hub. When the mold is first supplied with a small amount of unstable iron mixture the flange will also be converted to tough iron as shown at 28; in case this refinement be omitted the flange 75 is similar in composition and physical properties to the tread. It may be noted here that one of the best ways of producing this hard tread is to employ chromium or manganese in the small ladle, since the increased stability of the cementite produced thereby is not gained at the expense of brittleness. Of course this hard iron mixture can obviously be melted in a special furnace, but it is often more convenient to stir merely into the small 80 ladle the amount of material necessary to the end in view.

It should be remembered, however, that in any part where it is desired to obtain toughness, primary graphite should not be allowed to appear; that is to say the cooling rate and the composition employed should be so chosen as to produce unstable white-iron in the portion which may be modified by the heat-treatment. Otherwise stated, after flake graphite has once been deposited throughout the metal there is no known heat-treatment whereby the metal can be rendered tough or ductile. Also when the stability of the iron mixture is such as to render it possible to produce white-iron castings even in a sand-mold, it is likewise very difficult to precipitate graphite therein by the employment of artificial heat; but an unstable iron mixture, when cast under chilling conditions which prevent 90 segregation of graphite, can be altered into a tough and ductile condition with comparative ease, and by making only the parts out of this material wherein toughness and strength are necessary, and by making the other portions of the article of other compositions better specifically suited to their several natures and not susceptible of easy alteration, I am enabled to produce car-wheels of cast-iron combining the tread-hardness of chilled-iron, the plate-toughness of steel and the manufacturing-cost of cast-iron. It will be understood, however, 95 that many changes in detail can be made without departing from the scope of my inventive idea and that I do not limit myself in any wise except as specifically recited in my several claims which I desire may be construed broadly each independently of limitations contained in other claims.

Having thus described my invention what I claim is:

1. A car-wheel having the wearing-surface of its tread portion made of white-iron containing carbides which are relatively stable as concerns decomposition by heat and its plate-portion made of white-iron containing carbides which are relatively unstable as regards decomposition by heat.

10 2. A one-piece integral cast-iron car-wheel having its hub made principally of gray-iron, its plate made of a white-iron which is comparatively easily decomposed by heating and the wearing-portion of its tread consisting of a white-iron which is comparatively resistant to decomposition by heat.

15 3. A blank for a car-wheel made of a one-piece integral iron casting, the plate being composed of chilled white-iron and the wearing-surface of the tread of an iron-composition capable of casting white in a sand mold.

20 4. A one-piece cast-iron blank for a car-wheel having its tread composed of white iron of a composition able to withstand without decomposition a heat-treatment which will decompose the white iron of the plate portion and having its plate portion composed of white iron of a composition which can be decomposed into graphite and pearlite by a heat-treatment which will not soften the tread.

In testimony whereof I hereunto affix my signature.

FRANK A. FAHRENWALD.

35

40

45

50

55

60

65