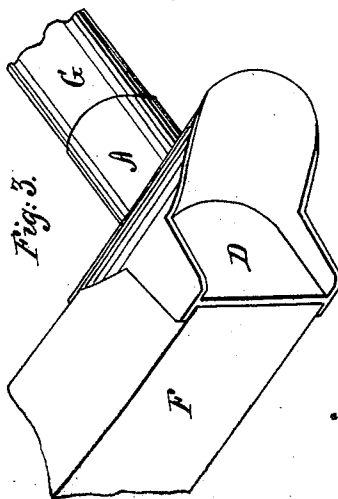
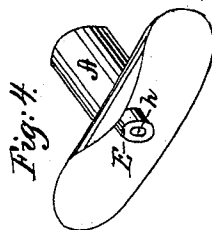
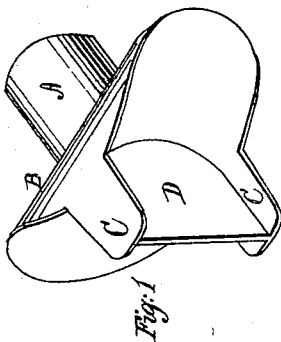
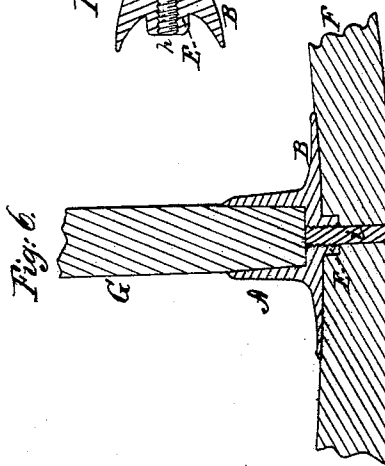
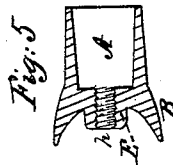
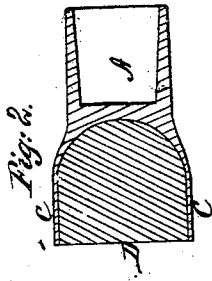


A. PRENTISS.
CARRIAGE WHEEL.

No. 64,795.

Patented May 14, 1867.



Witnesses.

D. C. Calby
C. H. Wilson

Inventor

Arthur Prentiss

United States Patent Office.

ARTHUR PRENTISS, OF OTTO, PENNSYLVANIA.

Letters Patent No. 64,795, dated May 14, 1867.

IMPROVEMENT IN CARRIAGE-WHEELS.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, ARTHUR PRENTISS, of Otto, McKean county, State of Pennsylvania, have invented certain new and useful improvements in Spoke-Socket and Felloe-Clasp Combined for Carriage-Wheels; and I do hereby declare the following to be a full and exact description of the same, reference being had to the drawings which accompany and form a part of these specifications, in which—

Figure I is a view of the article in perspective, one style.

Figure II, sectional view of same, cut longitudinally to the socket and transversely to the clasp.

Figure III, view of the style used at the joints of the felloe, as seen in Fig. I, with piece of felloe attached.

Figure IV, view of the kind used between the joints of the felloe.

Figure V, sectional view of that shown in Fig. IV.

Figure VI, sectional view of felloe, spoke, clasp, and socket.

Letter A, socket for the end of the spoke; letter B, clasp for the felloe; C C, extension of the clasp B; D, a partition in the concave of the clasp, transversely to it; E, tenon; extending somewhat from the concave surface of the clasp, as in fig. IV; F, felloe; G, spoke; h, opening in the tenon E; i, bolt or screw passing through the felloe, as in Fig. VI, and fitting by its threads in the opening h.

The stile, with the partition D, is to be on the joints, when cut felloes are used, as well as over the joints when bent felloes are used. That made without the partition, to be used at other places on the felloe where there are no joints.

The object of my invention is to provide for a firm rest and support for the outer end of the spoke which it cannot have resting in the wood of the felloe alone. My purpose is to secure, also, a support or clasp for the felloe, especially at the joints. The light felloes used in all pleasure carriages renders them very liable to split and flatten down where the spokes enter, and all felloes are liable to some failure at the joints.

I am aware that various devices have been tried to obviate these difficulties, but with very indifferent success. It is well known that wood is more unyielding longitudinally with the grain than across it. The spoke resting its end on the top of the felloe is constantly hammering the felloe down by the use of the wheel, and very soon the joint is loose. By examining the drawings it will be seen that the end of the spoke rests not on the wood of the felloe, but on the metallic bottom of the socket A, and the spoke precisely and closely fills the socket so that it cannot itself be spread, split, or flattened. To protect the felloe the flanges extend somewhat on each side of the spoke longitudinally along the felloe and over on each side of the felloe to keep it from splitting, and those at the joints have an extension of the two sides quite to the outer side of the felloe, and are provided with a partition, D, which, with these extensions C C and the tire, forms a socket for the end of the felloe. In order that the whole strain on the socket may not come on the pin or screw h in those not at the joints the small socket E is used to extend somewhat with the felloe, as may be seen in Fig. VI of the drawings. The interior or bore of this socket E should be in diameter the same as the pin or screw i, so that by cutting threads on its interior the screw i, passing in through the felloe, and with the socket E fitting close, will hold the parts firmly, and the whole arrangement will be durable and strong. The socket A is made slightly tapering, being a very little smaller at the bottom than at the top, so that the spoke will be swaged, as it were, when forced into it. These sockets will be of the form and size to suit the different shapes and sizes of spokes. The proper material for these sockets and clasps is malleable iron, and the proper proportion of parts will be readily understood by persons skilled in the manufacture of such goods.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The combination and use of the socket A when provided with the small socket E and the flange B, all in one piece, with the pin or screw i and the felloe and spoke of a wheel, substantially as described and for the purposes set forth.

2. I claim the spoke-socket and joint-clasp, composed of the socket A, flange B, extended sides C C, and connecting-plate D, all of one piece of malleable iron or its equivalent, for the purposes shown.

ARTHUR PRENTISS.

Witnesses:

DANIEL C. CALLEY,

JOHN WILSON.