

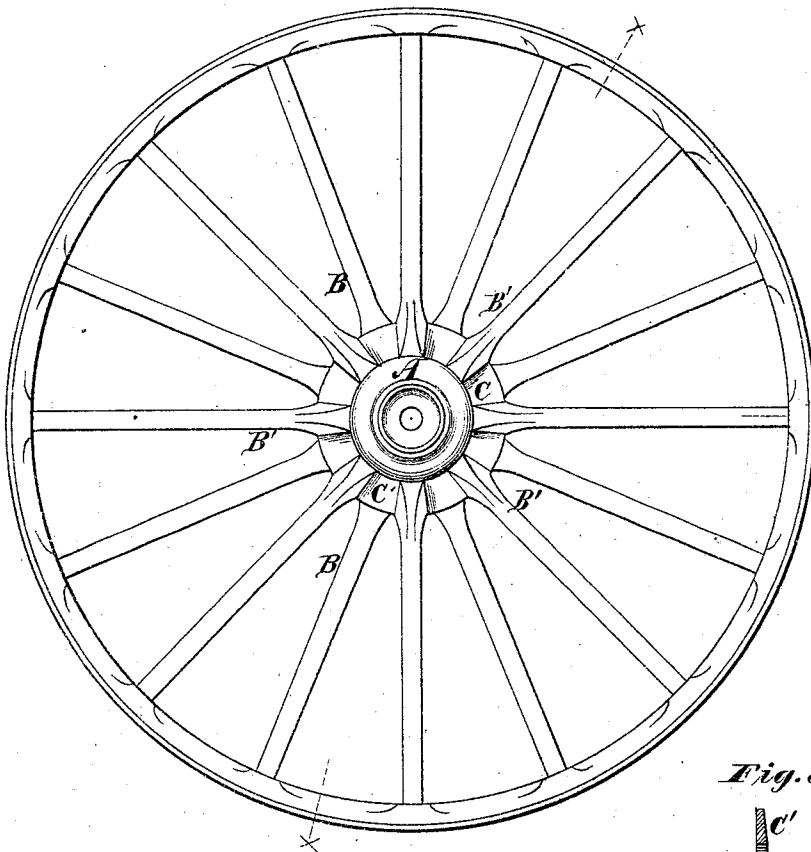
J. L. DOM.

Wheels for Vehicles.

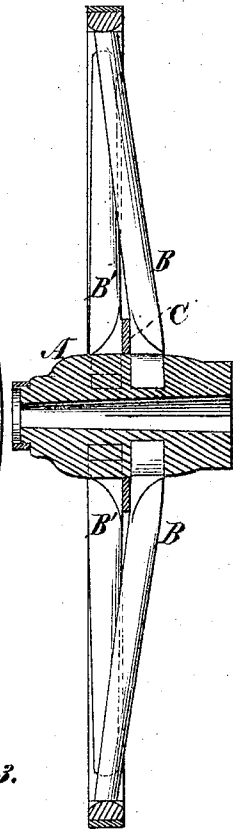
No. 136,425.

Patented March 4, 1873.

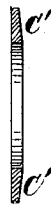
*Fig. 1.*



*Fig. 2.*



*Fig. 3.*



Witnesses:  
W. T. Hutchinson  
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# UNITED STATES PATENT OFFICE.

JOHN L. DOM, OF HAMILTON COUNTY, OHIO.

## IMPROVEMENT IN WHEELS FOR VEHICLES.

Specification forming part of Letters Patent No. 136,425, dated March 4, 1873.

*To all whom it may concern:*

Be it known that I, JOHN L. DOM, in the county of Hamilton and State of Ohio, have invented certain Improvements in Spoke-Wheels for Wagons, Carriages, and other Vehicles, or for any other purpose where strength and lightness combined are desirable, of which the following is a specification:

My invention relates mainly to the connection of the spokes with the hub, in which it differs from the plans now known and used in the ring C C' between the spokes at their connection with the hub.

### *Description.*

In the accompanying drawing, Figure 1 is a perspective sketch of a portion of a wheel. Fig. 2 is a vertical section taken at the back or inside of the inside row of spokes, showing also the ring C and the front spokes. Fig. 3 is a section through the hub, showing the spokes and the ring C in position.

In all the figures the same letters represent the same things.

A, the hub; B, back spokes; B', front spokes; C and C', the ring, which may be of wrought or cast iron, brass, or other suitable metal.

My improvement consists in constructing an ordinary wooden hub, with wooden spokes of any suitable kind set into the hub in two rows or "staggered," the rows so related to each other as to allow the ring C to be confined between them in such manner that while it serves as a band for the hub it at the same time affords the means of strengthening the spokes by the mutual support they render each other, and also protects them from becoming loose in the mortises. These results are effected by the wheel being so constructed, in connection with the ring C, that the spokes B and B' are

made to press firmly against the opposite sides of the ring C, as shown. This ring or band C may have its opposite surfaces parallel—that is, it may have a flat section; or it may be beveled on one side, as shown in Fig. 3 and at C' in Fig. 1, or any other desired section.

I am aware that wooden hubs, intended for the reception of staggered spokes, have heretofore been made with an elevated central band or fillet, constituting a part of the hub, and designed to furnish a bearing for the interior faces of the spokes. The superiority of my construction over that consists in the fact, first, that, in order to secure the desired amount of support for the interior faces of the spokes, a much smaller amount of material is requisite in the block out of which the hub is turned. A far more important consideration, however, is the increased strength derived from the iron band, which is to be made of the best quality of iron, and thus will not only provide a lateral support for the spoke, but will greatly strengthen the hub itself.

### *Claims.*

I claim as my invention—

1. The ring or band C C', driven or forced upon the hub between the two rows of spokes, substantially as shown and described, and for the purposes set forth.

2. The construction and use of the ring C C', of any section, placed between two rows of spokes in such a manner as to form a mutual support to the spokes, and at the same time constitute the band for the hub, substantially as set forth and described.

JOHN L. DOM.

Witnesses:

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