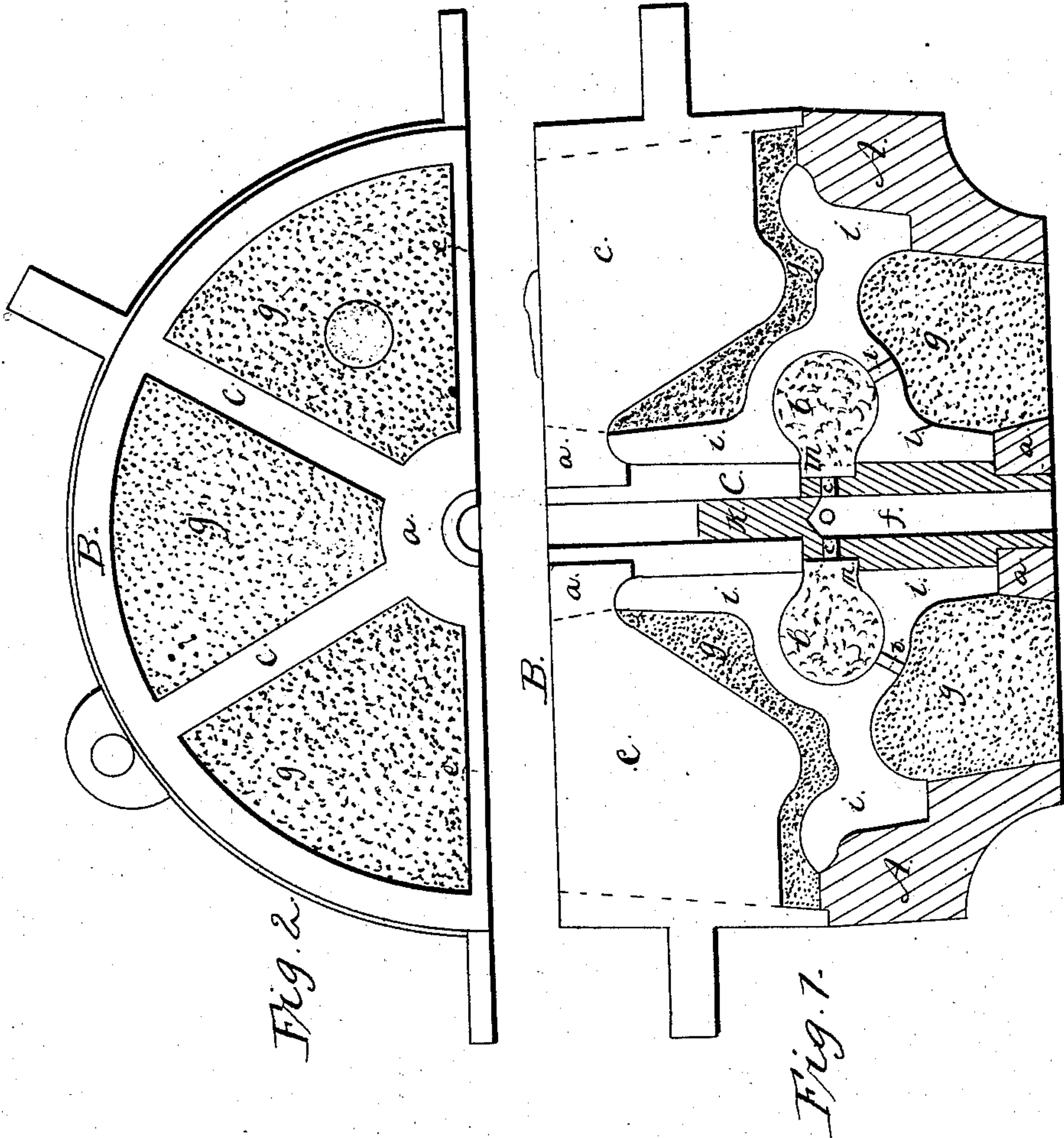


*J. W. Latcher,*  
*Casting Car Wheels.*  
*No 56,958.      Patented Aug. 7, 1866.*



*Witnesses:*  
*S. B. Benton*  
*Al. Slueman*

*Inventor*  
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# UNITED STATES PATENT OFFICE.

JOHN W. LATCHER, OF ALBANY, NEW YORK.

## IMPROVED CENTER-CHILL FOR CAR-WHEELS.

Specification forming part of Letters Patent No. 56,958, dated August 7, 1866; antedated July 24, 1866.

*To all whom it may concern:*

Be it known that I, JOHN W. LATCHER, of Albany, in the county of Albany, and in the State of New York, have invented a new and Improved Mode of Constructing Flasks for Casting Car-Wheels, intended or designed to turn round on a stationary axle; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon.

Figure 1 is a side central section of the flask, representing the wheel just cast, showing the center-chill, cores, &c. Fig. 2 is a top view of the same.

The objects secured by this invention are: The hole in the center of the wheel where the axle is inserted is cast by means of a metallic core or chill held concentric to the tread or periphery chill by appropriate frame-work, either permanent, as shown in the figures, or otherwise adjustable, so as to secure the chills relatively with each other; second, that the metallic chill or core in the center may support dry-sand cores for forming oil-reservoirs or other essential recesses or impressions in the successful operation of independent revolving car-wheels, or wheels that turn round on a stationary axle.

A, Fig. 1, is the novel of the flask, which also forms the usual periphery-chill, in connection with which I cast converging bars *c*, which terminate in a hub, *a*, in the center, which is bored truly with the periphery or tread chill. The hole in said hub receives the core or center chill, which has a nicely-fitted tenon at each end.

The center chill is made in two parts, C C'. The upper part, C, is bored out longitudinally through its center to receive the tenon *k*, formed on the upper end of the part C', and so fitted as to have the parts separated or united in order to hold the core *b* in the annular groove *m*, said groove being formed when the two parts of the chill are united.

The cope B is also cast with bars *c c* and hub *a*, bored and faced up to fit the novel A, so that the core or center chill, C, shall stand true with respect to both cope and novel, as is shown in the drawings.

The chill in the center is provided with venting-holes *e f*, to convey off the gas emanating from the dry-sand cores. *g* represents the green sand forming the mold. The wheel D is chilled or hardened nearly as represented in the light-blue shading at *i*.

The obstacles heretofore encountered in the employment of independent revolving car-wheels are the boring and fitting of the hub, together with the brass or composition bushing fitted therein. These obstacles are entirely overcome in my invention by chilling the hole through the hub of the wheel truly concentric to the tread of the wheel.

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

The employment of the metallic center chill or core, C C', constructed and held substantially as shown and described, in combination with the periphery-chill, as set forth.

J. W. LATCHER.

Witnesses:

S. B. BENTON,  
A. C. SLOCUM.