

(No Model.)

3 Sheets—Sheet 1.

J. R. LITTLE.

MANUFACTURE OF METAL WHEELS.

No. 338,988.

Patented Mar. 30, 1886.

Fig. 1.

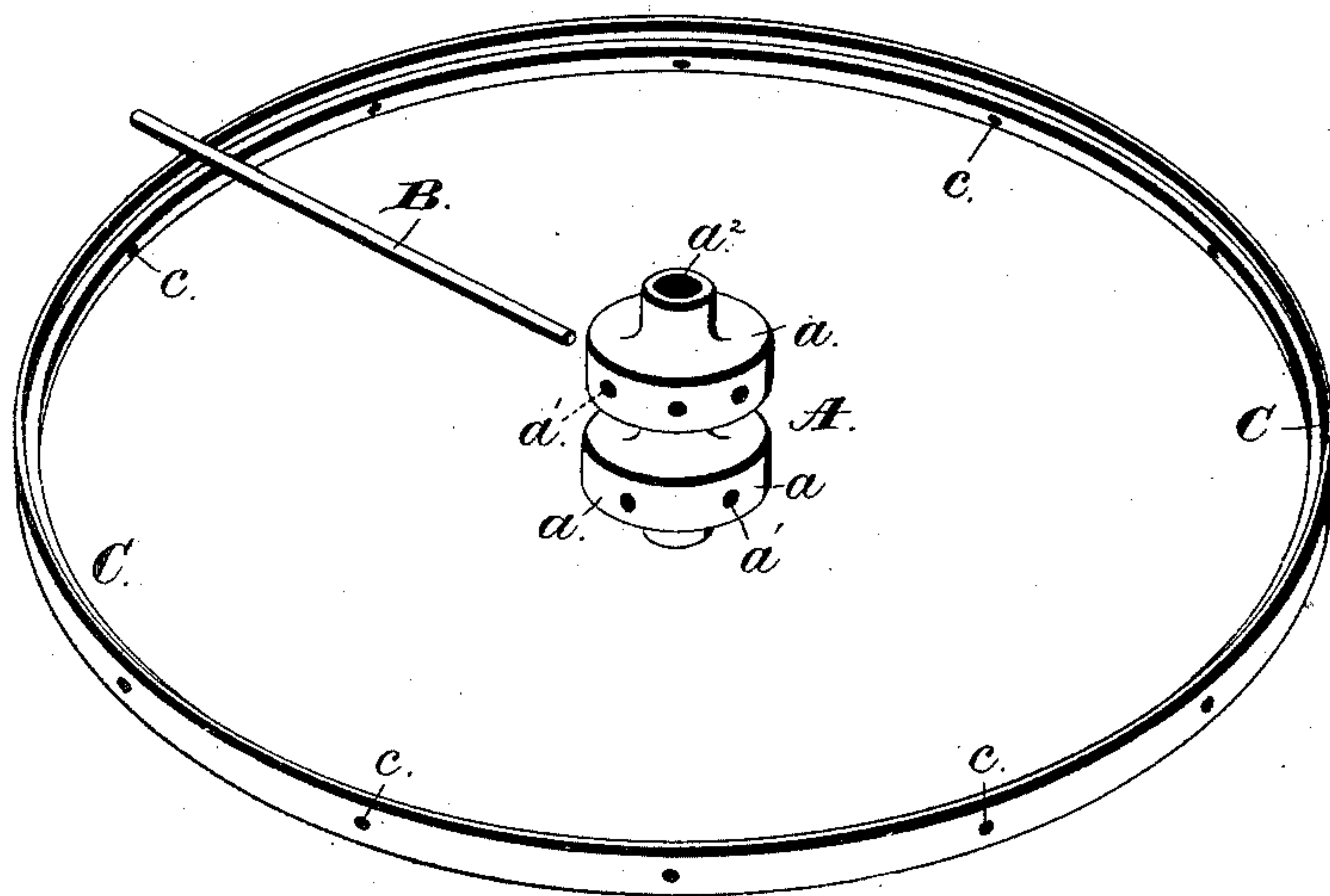
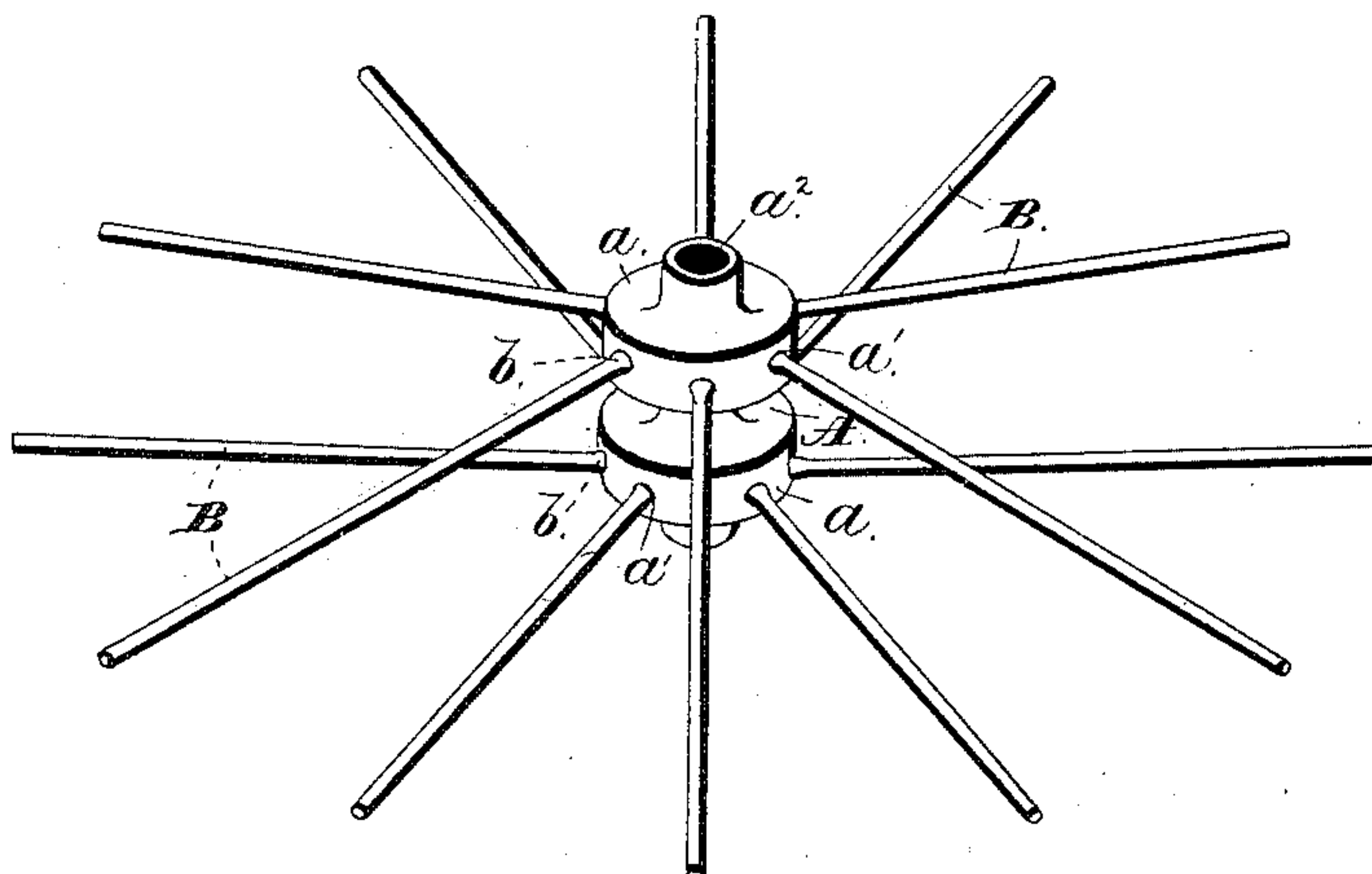


Fig. 2.



Witnesses:

James C. Hutchinson.
Henry C. Hazard

Inventor.

James R. Little, by
Prindle & Russell, his attys

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Fig. 5.

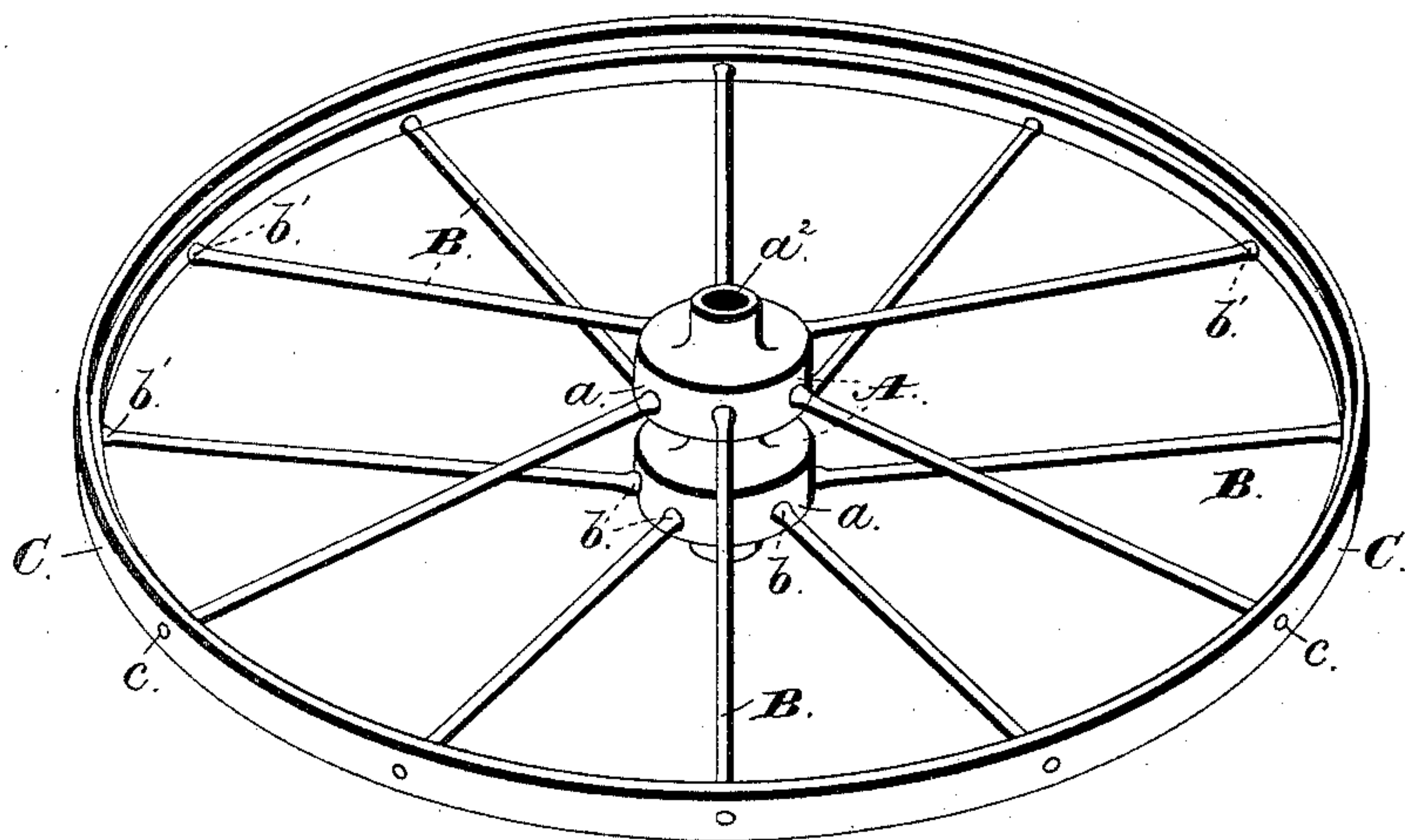
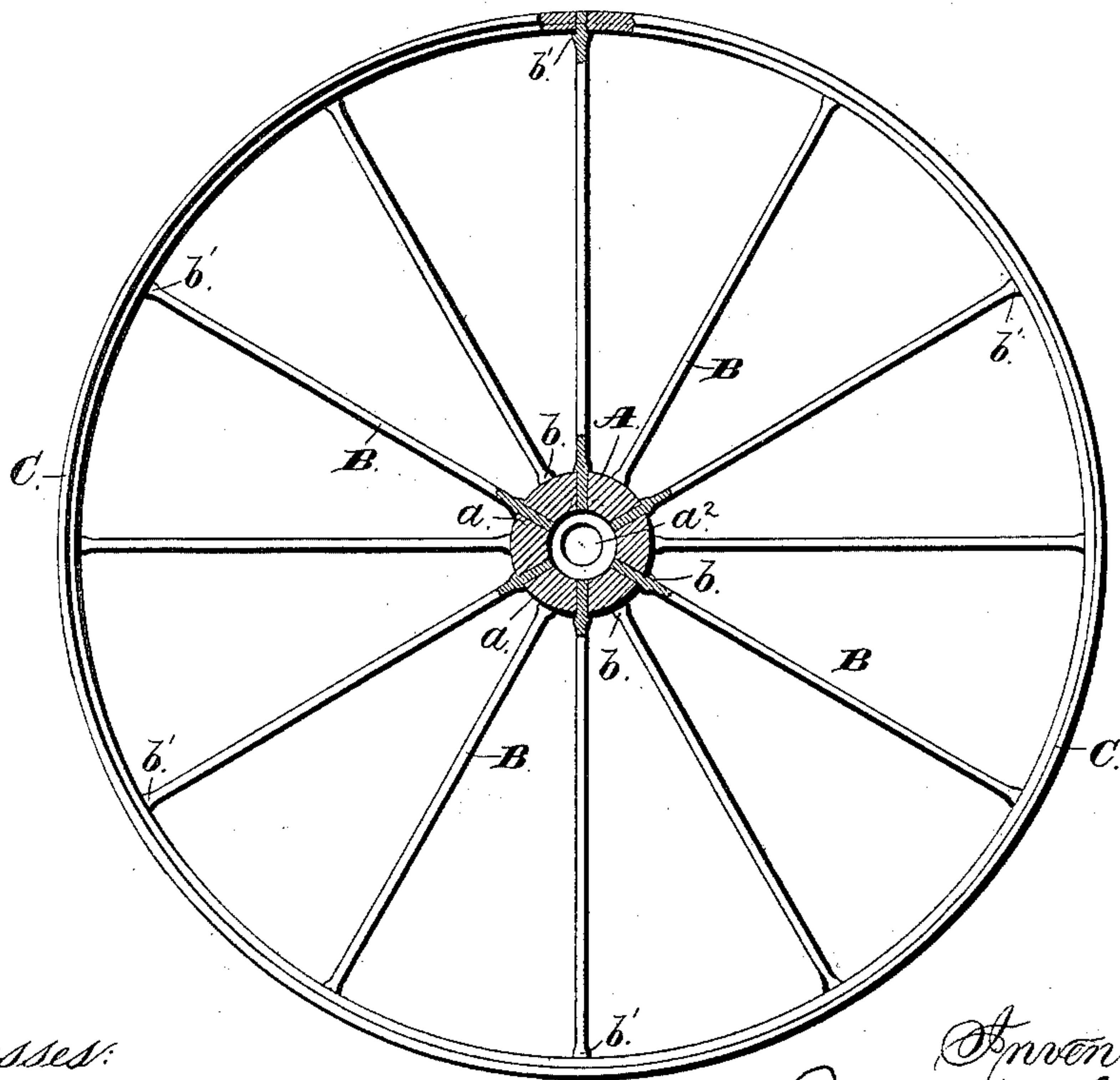


Fig. 4.



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(No Model.)

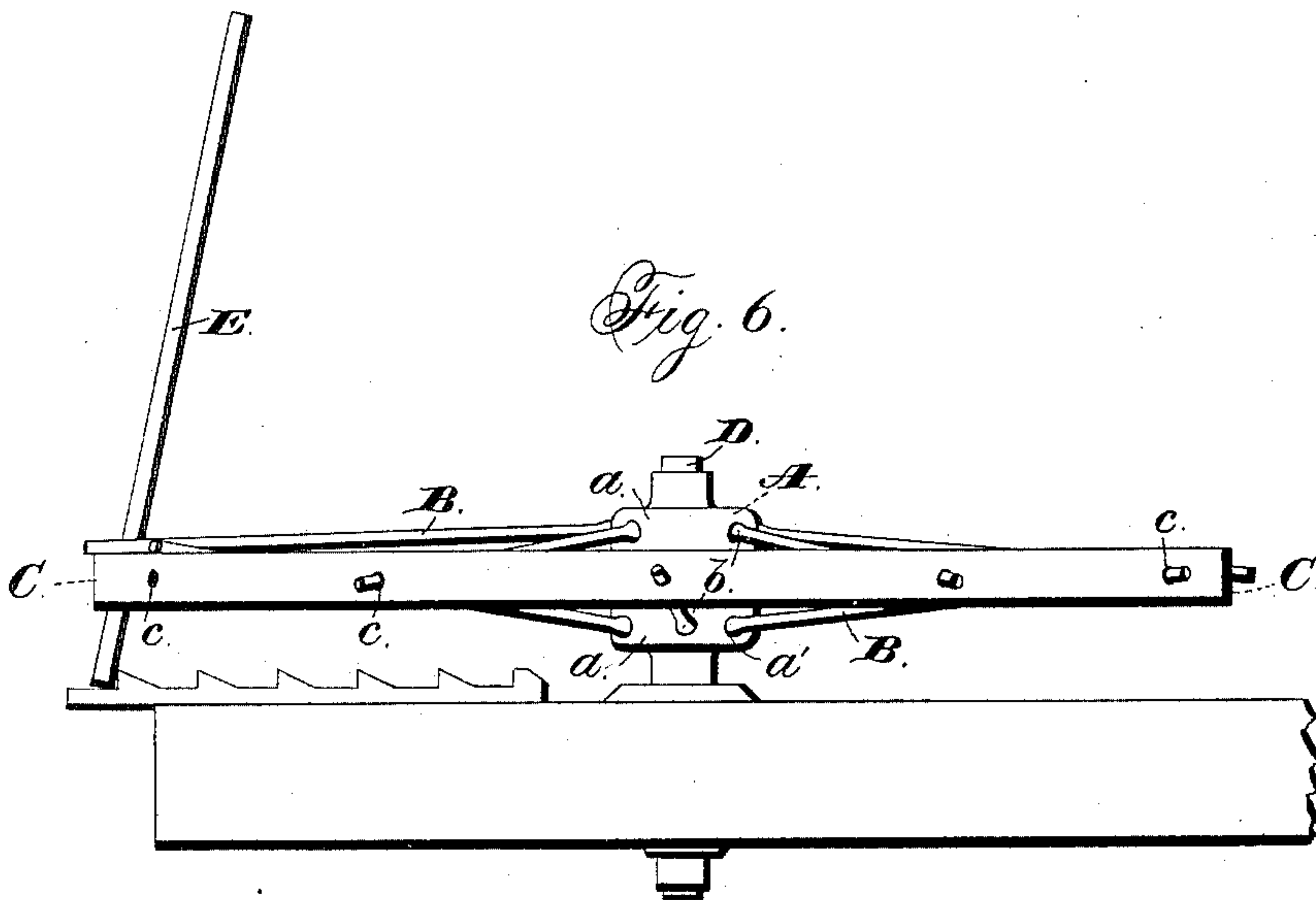
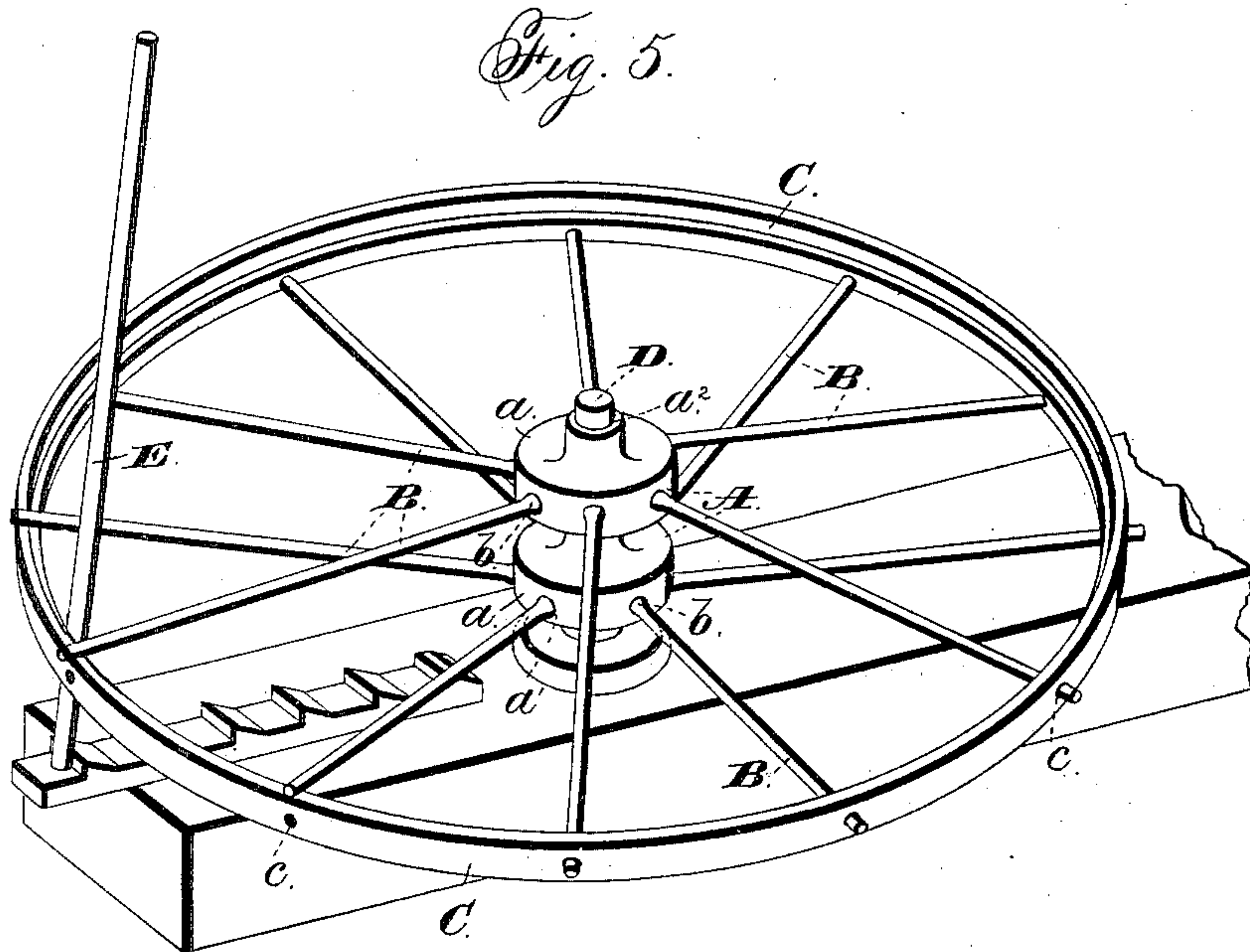
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Henry C. Hazard.

Inventor.
James R. Little, by
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UNITED STATES PATENT OFFICE.

JAMES R. LITTLE, OF QUINCY, ILLINOIS, ASSIGNOR TO THE QUINCY METAL WHEEL COMPANY, OF SAME PLACE.

MANUFACTURE OF METAL WHEELS.

SPECIFICATION forming part of Letters Patent No. 338,988, dated March 30, 1886.

Application filed November 19, 1885. Serial No. 183,371. (No model.)

To all whom it may concern:

Be it known that I, JAMES R. LITTLE, of Quincy, in the county of Adams, and in the State of Illinois, have invented certain new and useful Improvements in Manufacture of Metal Wheels; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, in which—

10 Figure 1 is a perspective view of the hub, rim, and one of the spokes of my wheel before being inserted. Fig. 2 is a like view of the hub and spokes as combined. Fig. 3 is a perspective view of the completed wheel. Fig. 4 15 is a side elevation of the same, the hub being shown in cross-section, and a portion of the rim being broken away to show the form of a spoke at such point. Fig. 5 is a perspective view of the spider and rim in position upon the mechanism employed for placing said rim 20 upon the spokes; and Fig. 6 is a side elevation of the same.

Letters of like name and kind refer to like parts in each of the figures.

25 My invention relates to the construction of metal wheels in which the rim is welded and made solid before being combined with the spider; and it consists in the method employed for constructing the wheel, substantially as 30 and for the purpose hereinafter specified.

In the carrying of my invention into effect I employ a metal hub, A, which is preferably provided with two parallel circumferential enlargements, *a*, that increase the thickness at 35 such points, and within which are formed radial mortises *a'*, that extend from the periphery of said hub into its axial opening *a*². Said mortises are preferably arranged so that each mortise of a row comes opposite to the space between two mortises of the opposite row, the result sought being the production of a wheel 40 having "staggered spokes."

Within each mortise *a'* is inserted one end of a metal spoke, B, which is secured in position therein by such longitudinal compression 45 as will cause the part within said mortise to be expanded and caused to closely fill the same. The longitudinal compression is also, preferably, caused to expand said spoke outside of 50 said mortise and to form at such point an enlargement, *b*. The wheel-spider is now ready

to be combined with the rim C, which is a solid continuous ring of metal, and is provided at suitable equidistant points with radial mortises, *c*, that correspond in number to the number of the spokes B; and have such diameter as 55 to enable the latter to be easily inserted therein. The spider is now placed upon a vertical bearing, D, which substantially fills the axial opening *a*² of the hub A, and the rim C is 60 placed upon said spider and about one-half of its mortises *c* passed over the ends of the contiguous spokes B, after which, by means of a hand-lever, E, said rim is sprung outward at its intersection with each of the remaining 65 spokes until the end of such spoke may pass within said rim and enter its mortise. The wheel is now completed by compressing, longitudinally, the outer portion of each spoke B until it closely fills its mortise *c*, and, preferably, there is formed upon said spoke, immediately inside of the rim C, an enlargement, *b'*, that corresponds to the enlargement *b* near 70 the inner end of said spoke.

By this method of constructing metal wheels 75 perfect uniformity in the diameter of the rims and in the tension of the spokes may be secured, and a better and stronger article produced than would otherwise be practicable.

Having thus fully set forth the nature and 80 merits of my invention, what I claim is—

1. The method of constructing a metal wheel which consists, first, in securing the inner ends of the spokes within mortises in a hub, next in placing upon the outer ends of said spokes 85 a solid rim provided with spoke-mortises, and, lastly, by longitudinal compression expanding the ends of said spokes laterally within and causing the same to closely fill said rim-mortises, substantially as specified. 90

2. The method of constructing a metal wheel which consists, first, in expanding the inner ends of the spokes within and causing the same to closely fill the mortises of a hub, next placing upon the outer ends of said spokes a solid 95 rim provided with spoke-mortises, and, lastly, by longitudinal compression expanding the ends of said spokes laterally within and causing the same to closely fill said rim-mortises, substantially as shown. 100

3. In the construction of metal wheels, the method of combining a solid mortised rim

with the outer ends of spokes, which are secured within and project radially from a hub, consisting in placing said rim over the outer ends of the contiguous spokes at one side of the hub, and then springing it radially outward over the end of each of the remaining spokes, substantially as set forth.

4. The method of constructing a metal wheel which consists, first, in securing the inner ends of the spokes within a mortised hub, next placing a solid mortised rim over the outer ends of the contiguous spokes at one side of said hub and then springing said rim radially outward over the end of each of the remaining spokes, and, lastly, expanding said spokes within and causing the same to fill said rim-mortises, substantially as shown and described.

5. The method of constructing metal wheels

which consists, first, in securing the ends of the spokes within a mortised hub, next placing a solid mortised rim over the outer ends of the contiguous spokes at one side of said hub and then springing said rim radially outward over the end of each of the remaining spokes, and, lastly, securing the latter within said rim by compressing the outer portion of each spoke longitudinally until it closely fills its mortise and is enlarged at each end of the same, substantially as specified.

In testimony that I claim the foregoing I have hereunto set my hand this 13th day of November, A. D. 1885.

JAMES R. LITTLE.

Witnesses:

J. W. GARDNER,

PLINY B. WILLIAMS.