

(No Model.)

F. W. STARR.

WHEEL.

No. 366,269.

Patented July 12, 1887.

Fig. 1.

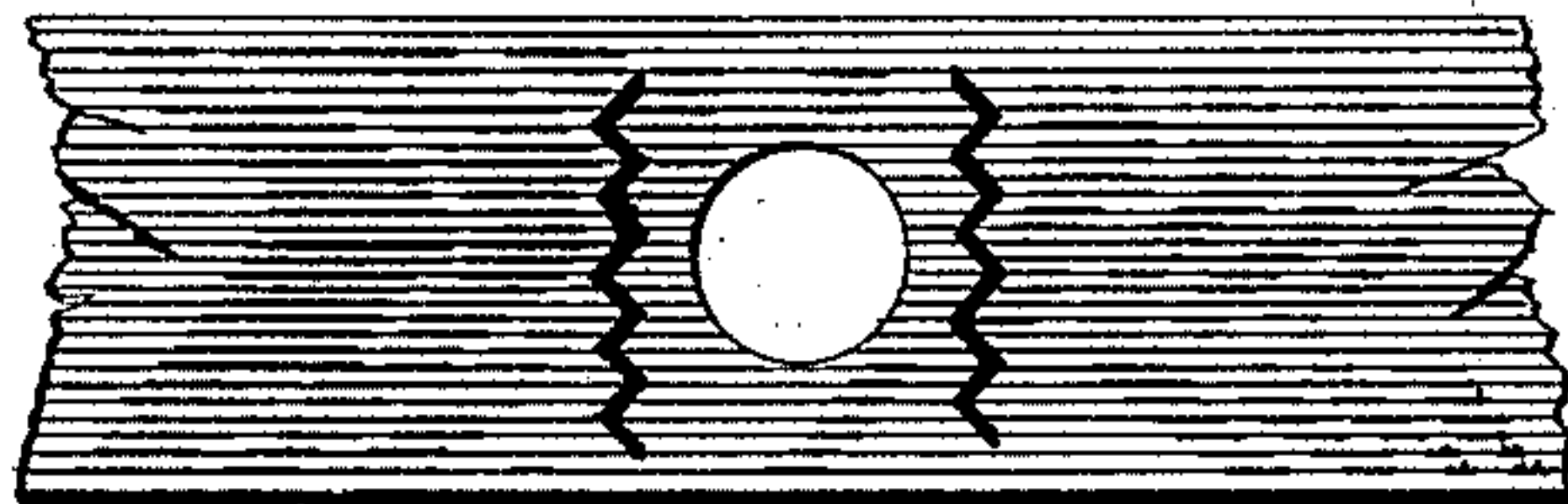


Fig. 2.



Fig. 3.

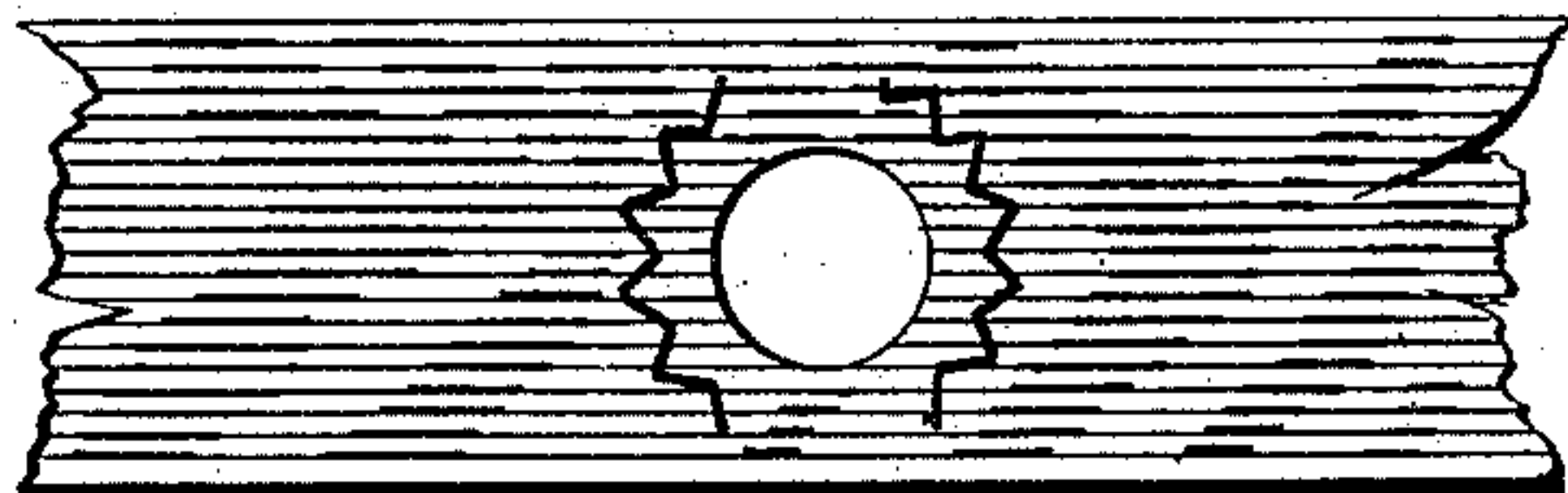


Fig. 4.

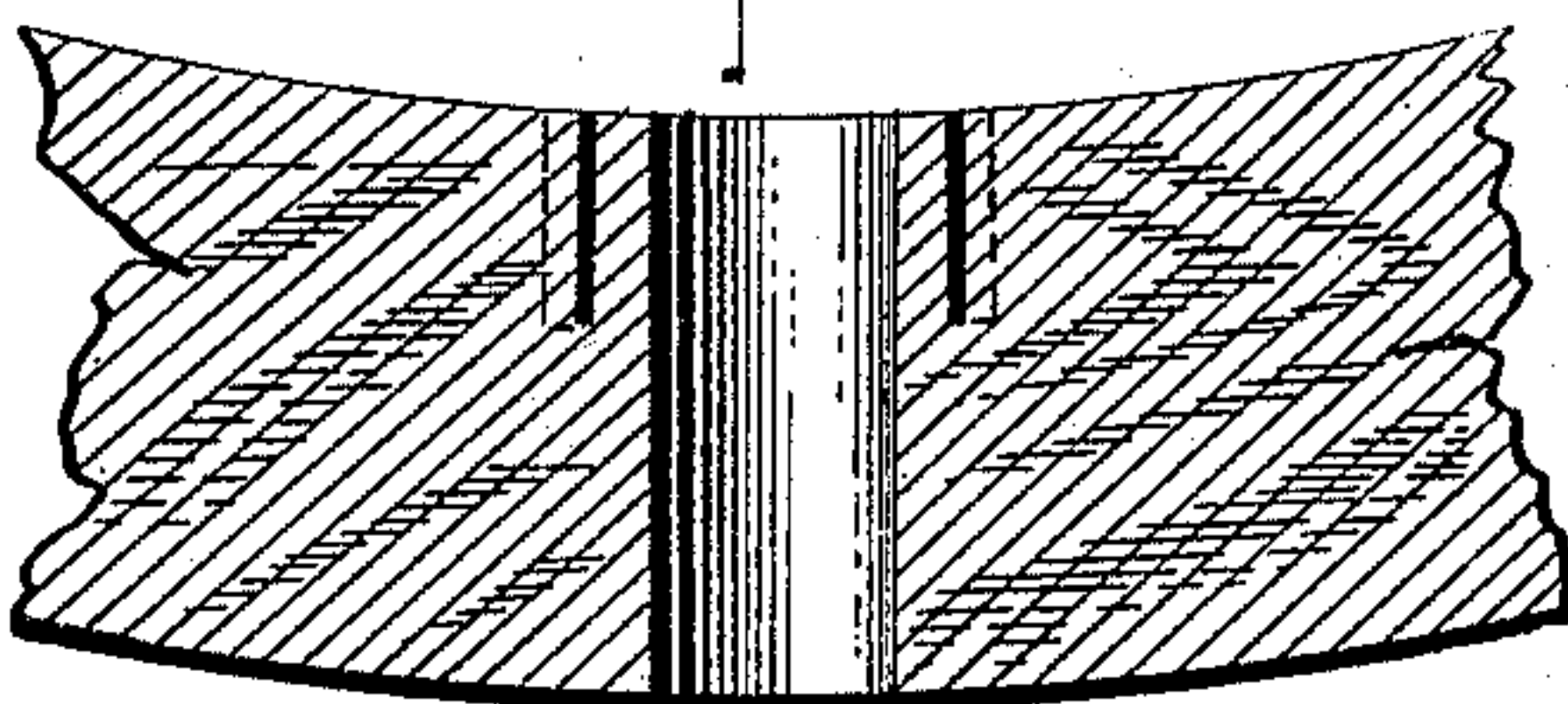


Fig. 5.



Fig. 6.

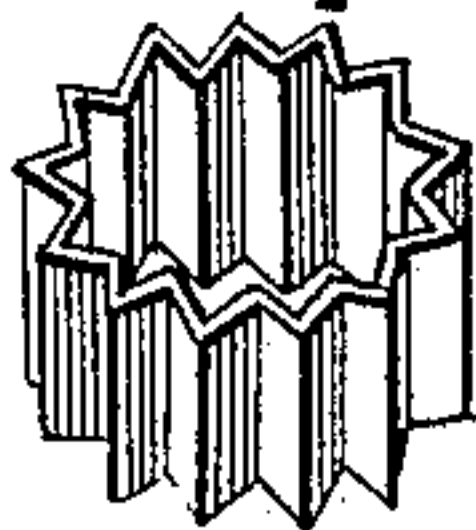
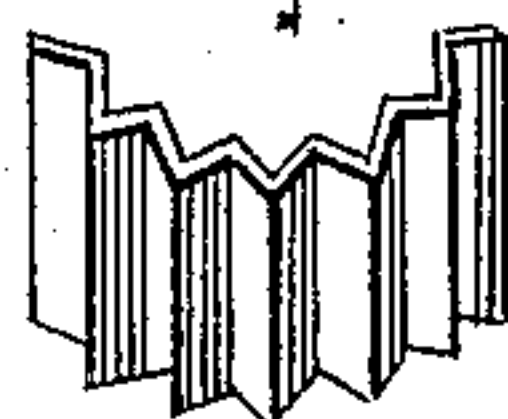


Fig. 7.



WITNESSES

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WHEEL.

SPECIFICATION forming part of Letters Patent No. 366,269, dated July 12, 1887.

Application filed November 23, 1886. Serial No. 219,650. (No model.)

To all whom it may concern:

Be it known that I, FERDINAND W. STARR, a citizen of the United States, residing at Springfield, in the county of Clark and State of Ohio, have invented a new and useful Improvement in Wooden Rims for Vehicle-Wheels, of which the following is a specification.

In my application for patent, No. 207,612, filed July 9, 1886, and allowed November, 1886, thin seamless metallic plain rings are fitted into the rim outside of and around the holes for the spoke-tenons, to prevent the same from splitting. Now it has been found that corrugated, crimped, or fluted open rings, or sectional corrugated strips of metal, driven into rims for wheels prevent the same from splitting with equal or even greater advantage than seamless rings plain in outline. Therefore the following specification and accompanying drawings substantially set forth my improvement, in which—

Figure 1 is a plan view showing crimped metallic strips driven crosswise into the rim upon opposite sides and outside of the hole for the spoke-tenon to prevent the rim from splitting. Fig. 5 shows said corrugated strips in perspective. Fig. 2 shows thin metal strips crimped and bent into circular form and driven into the rim outside of and around the hole for the spoke-tenon, Fig. 6 representing the said ring in perspective. Fig. 3 shows a plan view of crimped and curved metal strips or sections driven crosswise into the rim outside of the holes for the spoke-tenon to prevent splitting, Fig. 7 being perspective of said curved corrugated strips; Fig. 4, sectional view showing the several metallic strips as located in the felly or rim.

By thus, or substantially so, corrugating or crimping these strips or sections of metal several important objects are attained, first, greater stiffness, and thereby enabling the use of very thin metal and cheapening construction; second, the fluted or corrugated form driven into the rim affords greater adhesion, and at the same time interlocks the end grain of wood in such a manner as to prevent splitting of same. Of course these corrugations or crimps may vary from those herewith shown, the object in view being to so form the metal strips or sections as to most effectually prevent the rim from splitting with the least amount of metal.

I claim—

1. In a wooden rim or fellies for vehicle-wheels having holes for the reception of spoke-tenons, the combination therewith of thin metallic corrugated strips or sections driven into the rim crosswise of its length, substantially as shown, whereby the corrugations serve to interlock with the end grain of the wood, and thereby prevent the same from splitting.

2. In a wheel, the combination, with the rim thereof constructed of wood, of corrugated or fluted metallic strips or sections driven into the rim outside of the holes in such a manner as to cause the crimps or corrugations of the metal strip or strips to interlock with the fiber and grain of the wood, substantially as shown, and thereby prevent the rim from splitting.

FERDINAND W. STARR.

Witnesses:

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