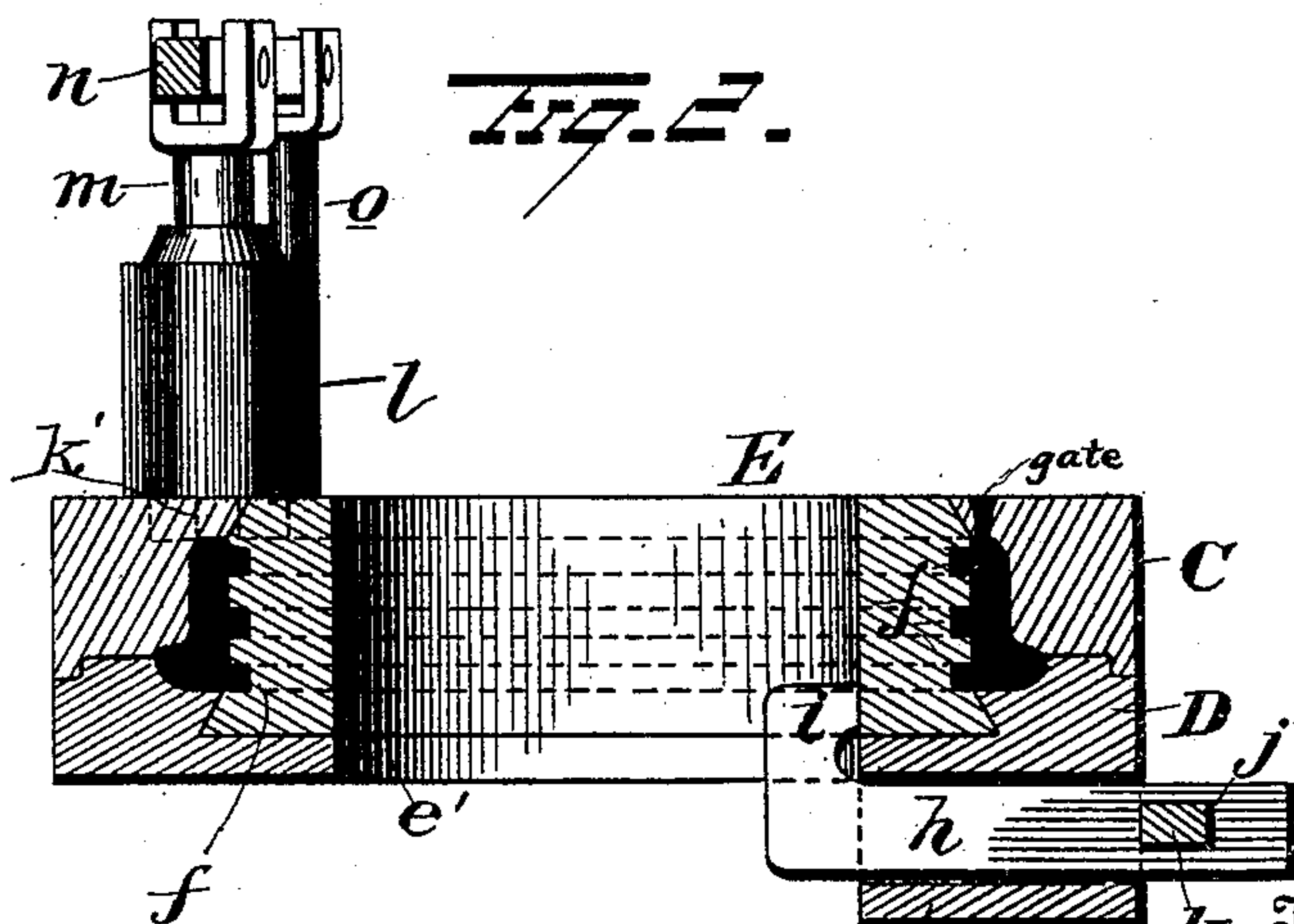
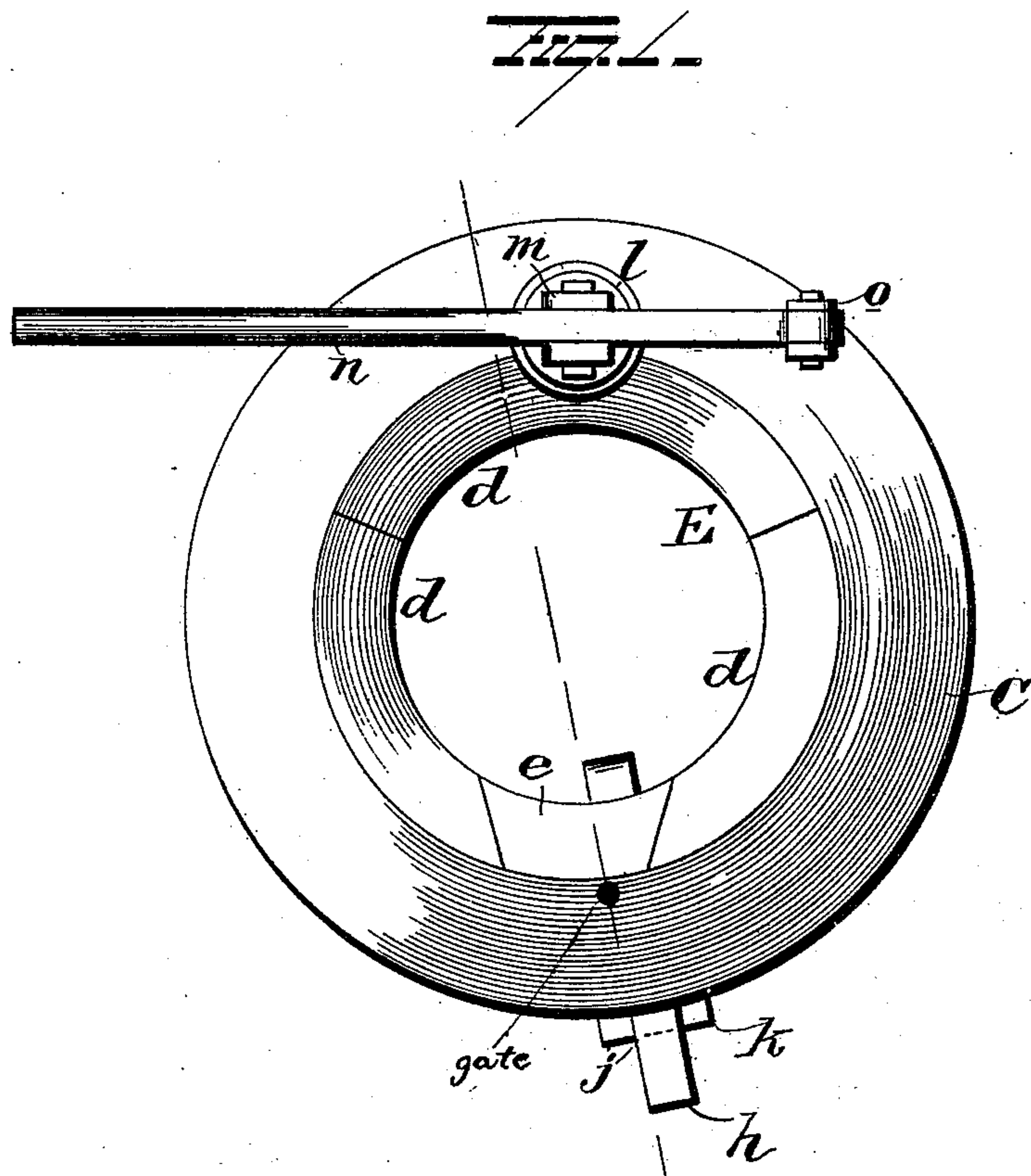


(No Model.)

J. K. SAX.  
CAR WHEEL MOLD.

No. 496,100.

Patented Apr. 25, 1893.



Witnesses  
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# UNITED STATES PATENT OFFICE.

JOHN K. SAX, OF PITTSTON, PENNSYLVANIA.

## CAR-WHEEL MOLD.

SPECIFICATION forming part of Letters Patent No. 496,100, dated April 25, 1893.

Application filed October 28, 1891. Serial No. 410,062. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN K. SAX, residing at Pittston, in the county of Luzerne and State of Pennsylvania, have invented certain  
5 new and useful Improvements in Molds for Making Car-Wheels; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains  
10 to make and use the same.

My invention relates to an improvement in molds for making car wheels, the object being to produce an improved mold for use in the process of manufacturing my improved car  
15 wheel and it consists in certain novel features of construction and combinations and arrangements of parts as hereinafter set forth and pointed out in the claim.

In the accompanying drawings: Figure 1 is  
20 a plan view of the mold and Fig. 2 is a vertical sectional view, a portion being in elevation.

C, D, represent the upper and lower sections respectively of the mold, which sections are properly formed to cast the tread and front  
25 and rear faces of the rim. The mold is provided with a collapsible center E, composed of sections  $\bar{d}$ ,  $\bar{d}$ ,  $\bar{d}$ ,  $\bar{e}$ , which are adapted to rest on an inwardly projecting flange  $e'$  on the lower section D of the mold. The adjacent  
30 ends of two of the sections  $\bar{d}$  of the collapsible center are beveled and between these beveled ends, the similarly beveled section  $\bar{e}$  is adapted to fit. The collapsible center is made with a series of grooves  $f$ , for forming  
35 the flanges on the rim or tire. Projecting from one section of the mold is a box or perforated block  $g$ , through which the shank  $h$  of a hook  $i$ , is adapted to pass, said hook be-

ing adapted to engage the section  $\bar{e}$  of the collapsible center and retain said collapsible  
40 center in place. The shank  $h$  is provided near its outer end with a slot  $j$  for the reception of a wedge-shaped key  $k$  for locking the hook. This mold is preferably covered on the  
45 inside with a coating of loam or black-wash, or both, to prevent the metal that is poured into the mold from cutting or washing away any portion of the mold. The mold is provided with a perforation,  $k'$ , with which a cyl-  
50 inder  $l$  is adapted to communicate. A plunger  $m$  is adapted to operate in the cylinder. A lever  $n$  is connected at one end to a post or upright  $o$  and at a point between its ends to the plunger  $m$ . This lever may be operated  
55 in any suitable manner to operate the plunger  $m$  to force the blow holes out of the mold.

Having fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

In a mold for casting a car wheel rim or  
60 tire, the combination with the upper and lower sections, of a collapsible center, a perforated block projecting from one section of the mold, a hook adapted to engage one section of the  
65 collapsible center, the shank of said hook being adapted to pass through said perforated block and provided with a slot, and a wedge-shaped key adapted to pass through said slot, substantially as set forth.

In testimony whereof I have signed this  
70 specification in the presence of two subscribing witnesses.

J. K. SAX.

Witnesses:

W. S. LACK,

P. K. RICHARDS.