

(No Model.)

C. F. HARRINGTON.
WOOD RIM FOR VEHICLE WHEELS.

No. 550,103.

Patented Nov. 19, 1895.

Fig. 1.

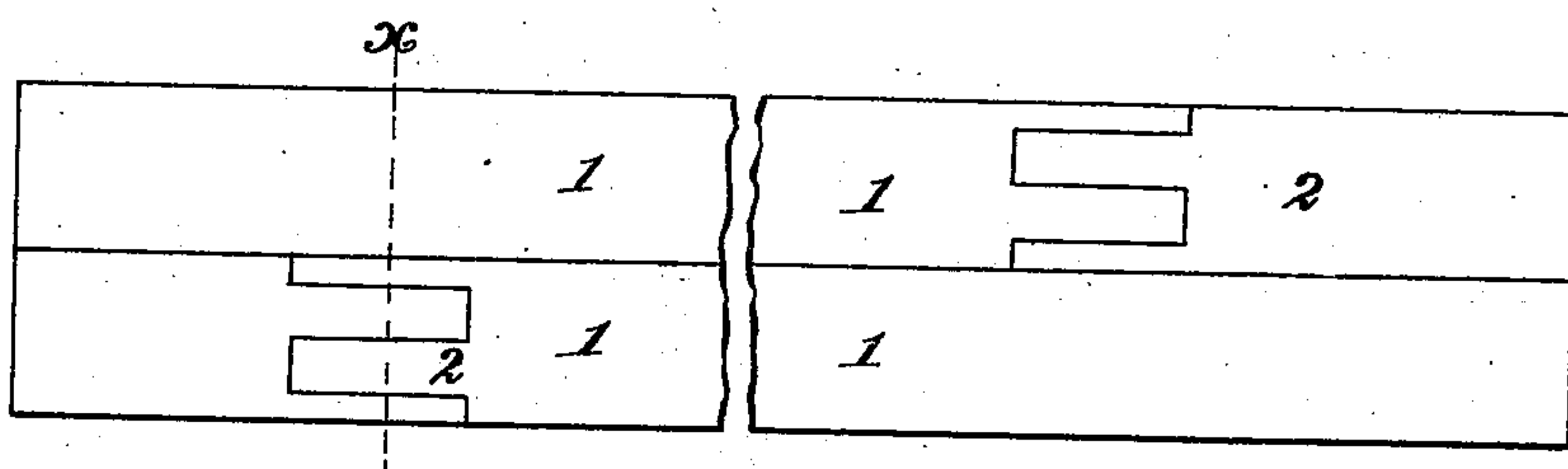


Fig. 2.

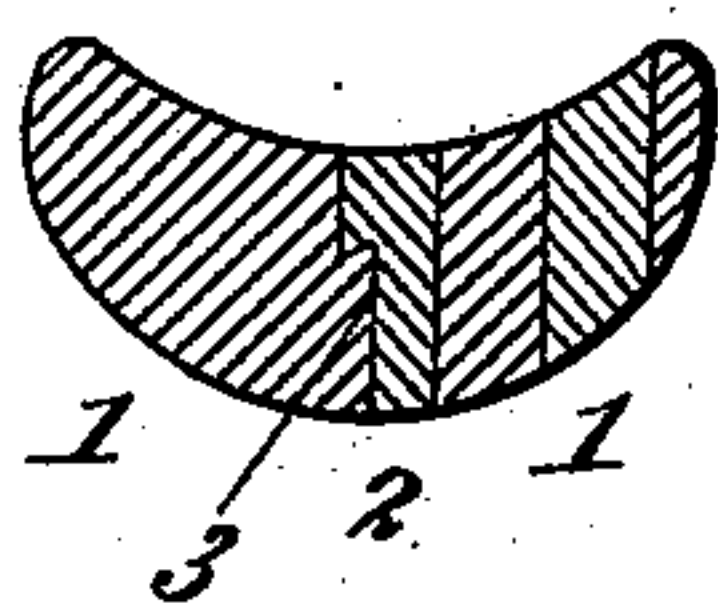
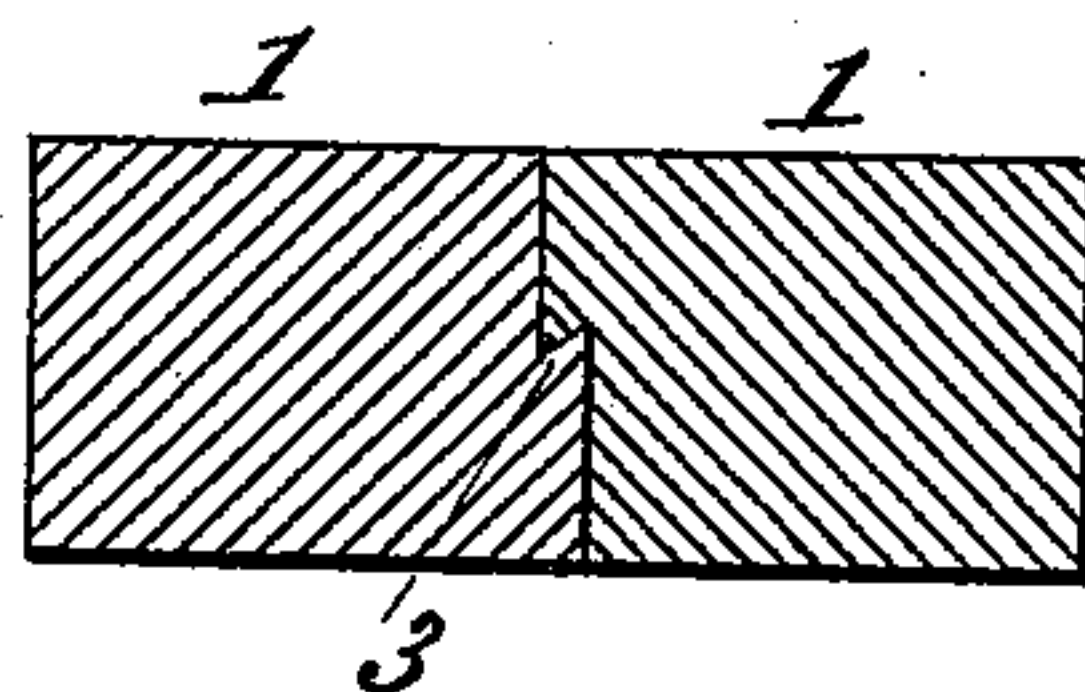


Fig. 3.



WITNESSES:

Edward A. Rowland.
Sam W. Pierce.

INVENTOR

Charles F. Harrington.
BY
A. M. Pierce.

ATTORNEY

UNITED STATES PATENT OFFICE.

CHARLES F. HARRINGTON, OF LYNDHURST, NEW JERSEY.

WOOD RIM FOR VEHICLE-WHEELS.

SPECIFICATION forming part of Letters Patent No. 550,103, dated November 19, 1895.

Application filed July 30, 1895. Serial No. 557,622. (No model.)

To all whom it may concern:

Be it known that I, CHARLES F. HARRINGTON, a citizen of the United States, residing in Lyndhurst, Bergen county, State of New Jersey, have invented a new and useful Improvement in Wood Rims for Vehicle-Wheels, of which the following is a specification.

My invention relates especially to wood rims for vehicle-wheels, particularly such as are employed with rubber tires, and has for its object the provision of a strong, stiff, cheap, and effective wood rim, which will not be liable to get out of true, and will be effective under all circumstances.

To attain the desired end my invention consists, essentially, in a wood rim made in two parts or sections, each provided with a dovetail joint, said two parts being united together at their meeting edges, the joints at the meeting ends of the material being located at different points in the completed rim.

My invention further consists in a wood rim made in two parts, the meeting ends whereof are dovetailed or otherwise connected, the two portions of the rim being united at their meeting edge by a circumferential dovetail or equivalent means of locking together, and glued or cemented; and my invention also involves certain other novel and useful combinations or arrangements of parts and peculiarities of construction, all of which will be hereinafter first fully described, and then pointed out in the claims.

In the accompanying drawings, forming a part hereof, Figure 1 is a plan view of a wood rim constructed in accordance with my invention. Fig. 2 is a cross-sectional view at line $x x$ of Fig. 1. Fig. 3 is a cross-sectional view of the wood blank from which the rim is formed.

Like numerals of reference wherever they occur indicate corresponding parts in all the figures.

1 1 are the two sections or portions of the rim, each forming a complete circle.

2 are the interlocking or spliced joints. These joints are located in different positions, or "broken," so as to add to the strength of the completed rim, effectually preventing separation. A dovetail 3 is formed at the meeting edges of the two sections 1, whereby the two sections are effectually locked together—glue, cement, or the equivalent being

employed for uniting the said parts. I have shown a single backward cut in each part, forming the interlocking arrangement; but I do not confine myself to this specific construction, as any equivalent means for accomplishing this result may be employed without departing from the spirit of my invention.

The cutting of the dovetail-joint may be done while the wood is straight, the two parts laid and connected together and bent to the proper circle by any of the well known means, or they may be bent first and the dovetail then cut therein and the laps connected by any preferred or convenient joining, or the joints may be cut before bending. In either case, when ready for gluing or cementing, one section of the rim is slipped around, so as to bring the joints preferably upon opposite sides of the circle.

The turning or shaping of the rim may be effected at any time during its manufacture, and when completed the rim will be found much stronger than previous constructions and of such a nature that giving way in any part is practically impossible.

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

1. A wood rim for vehicle wheels in which are comprised two sections, each dovetailed together at the meeting ends of the material, the two meeting faces being cut away so as to overhang and lock together, substantially as shown and described.

2. A wood rim for vehicle wheels, formed of two complete circular sections, the meeting edges being cut away throughout the entire circumference so as to overhang in opposite directions and lock together, substantially as shown and described.

3. A rim for vehicle wheels composed of two sections of wood bent into a circle and independently joined at the meeting ends, said sections being held together at their meeting sides by overhanging interlocking edges and cement or glue, the whole being turned to shape, substantially as shown and described.

CHARLES F. HARRINGTON.

Witnesses:

WILLIAM L. GRANT,
A. M. PIERCE.