

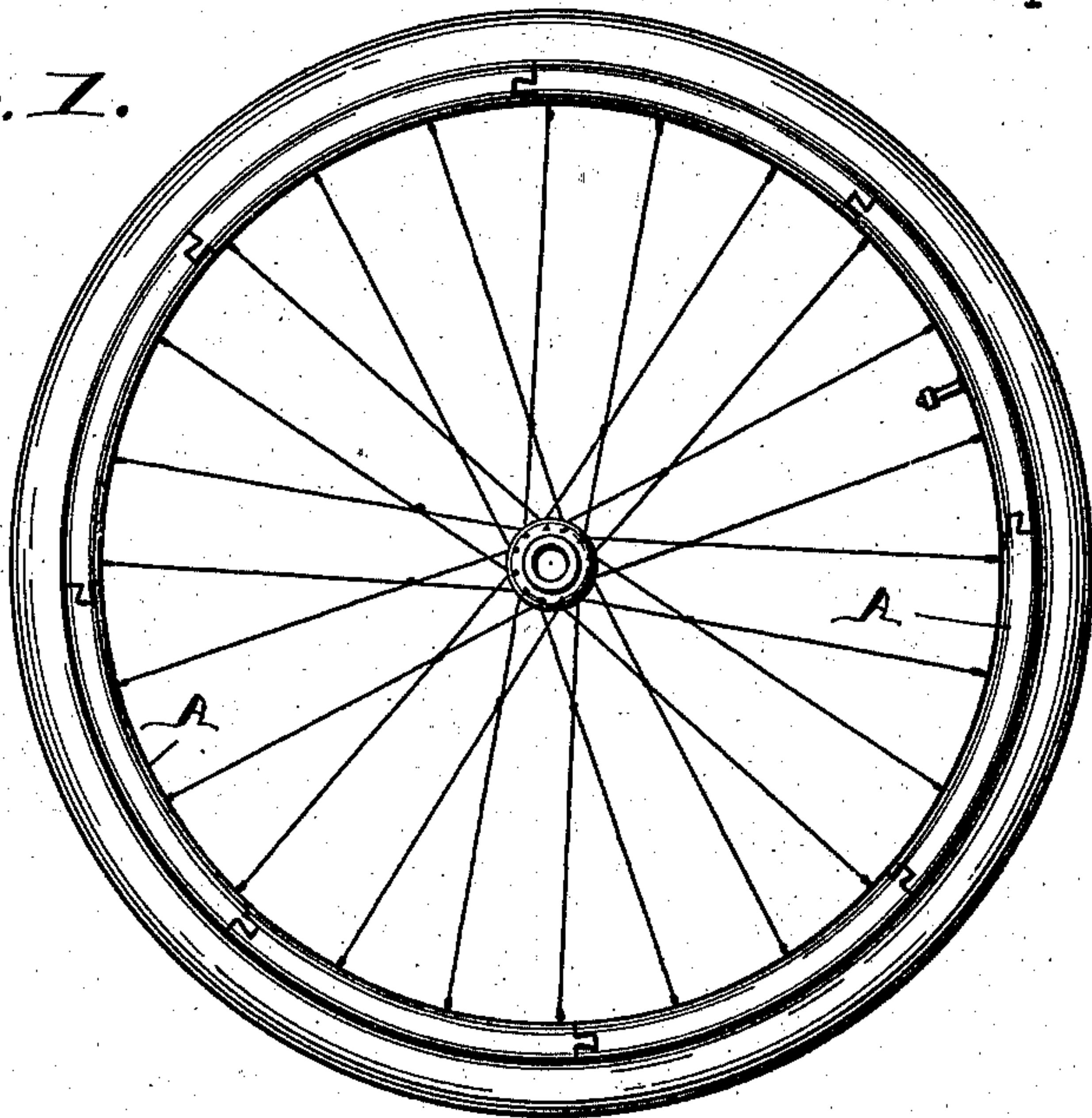
(No Model.)

G. E. BLAKE.  
VEHICLE WHEEL RIM.

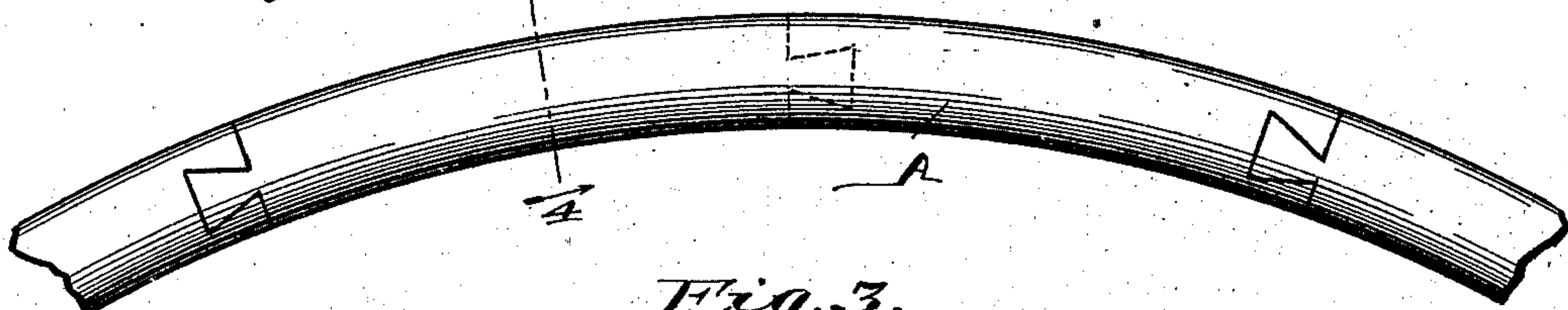
No. 559,118.

Patented Apr. 28, 1896.

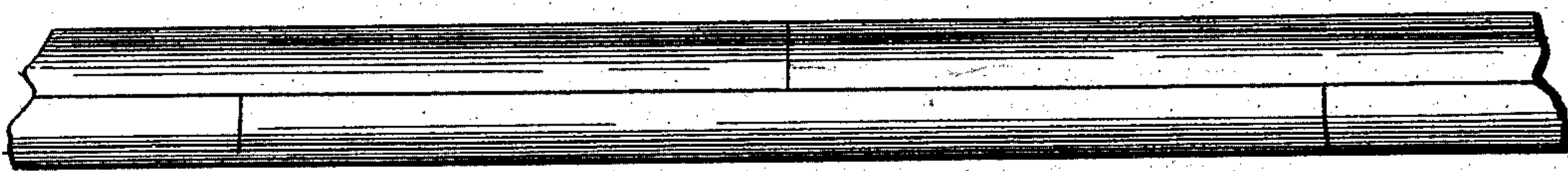
*Fig. 1.*



*Fig. 2.*

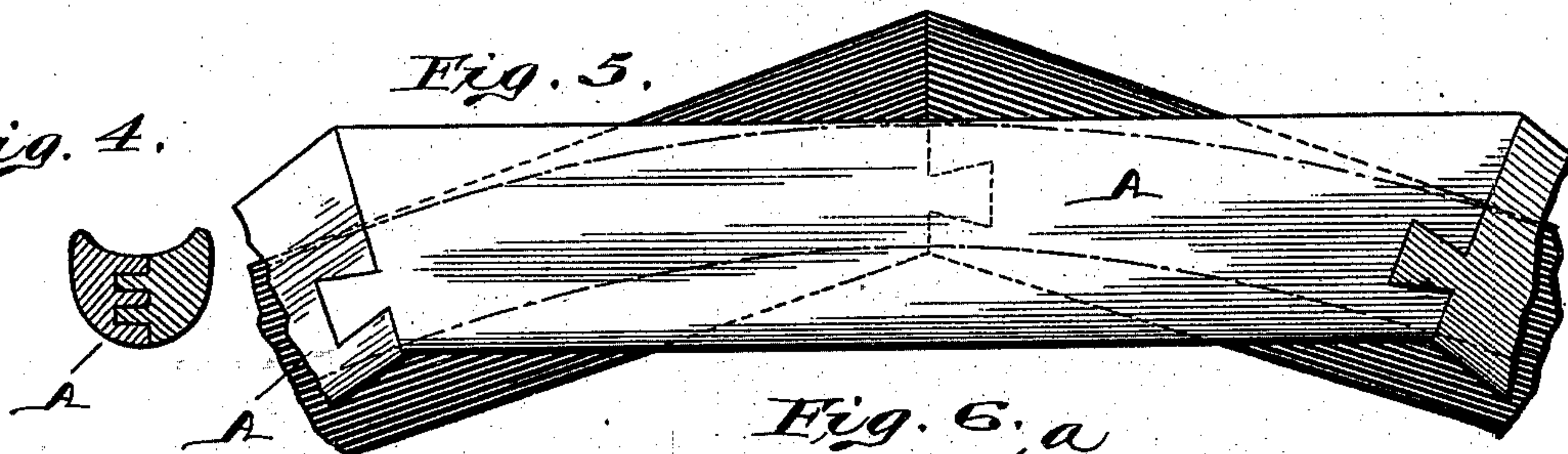


*Fig. 3.*

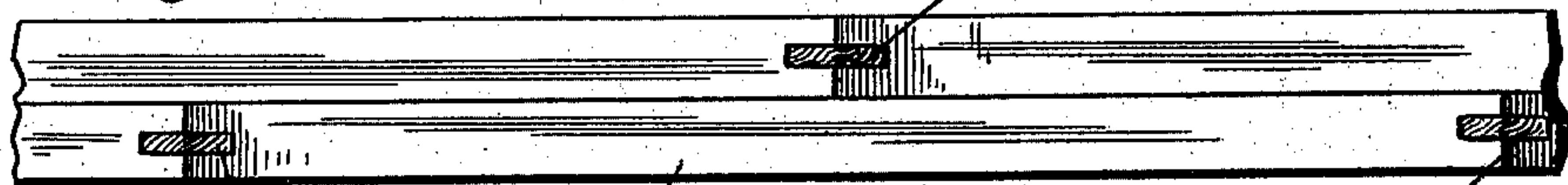


*Fig. 5.*

*Fig. 4.*



*Fig. 6.*



WITNESSES:

*a*

*A*

INVENTOR

*a*

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# UNITED STATES PATENT OFFICE.

GEORGE E. BLAKE, OF GREENCASTLE, INDIANA.

## VEHICLE-WHEEL RIM.

SPECIFICATION forming part of Letters Patent No. 559,118, dated April 28, 1896.

Application filed November 2, 1895. Serial No. 567,776. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE E. BLAKE, a citizen of the United States, residing at Greencastle, in the county of Putnam and State of Indiana, have invented certain new and useful Improvements in Vehicle-Wheel Rims, of which the following is a specification.

The object of my said invention is to produce a strong and durable rim or felly for vehicles, such as bicycles, without bending the wood and in which the several parts shall be strongly united to each other. Such a rim will be first fully described, and the novel features thereof then pointed out in the claim.

Referring to the accompanying drawings, which are made a part hereof, and on which similar letters of reference indicate similar parts, Figure 1 is a side elevation of a bicycle-wheel provided with a rim embodying my said invention; Fig. 2, a side elevation of a fragment of such a rim on an enlarged scale; Fig. 3, a top or plan view of the same; Fig. 4, a transverse sectional view on the dotted line 4 4 in Fig. 2; Fig. 5, an elevation of parts or segments before the same are cut or turned into their final form, and Fig. 6 a top or plan view of a fragment of a rim in which keys or dowels are used to connect the ends of the segments instead of dovetails.

The wheel illustrated, except as to the construction of the rim, is or may be of any ordinary and well-known form, and will not, therefore, be further described herein, except incidentally in describing the construction of the rim. Said rim is composed of as many sections as may be desired, (eight are shown on a side, or sixteen altogether,) all of said sections or segments being cut out of straight-grained wood without being bent at all, and the grain in each of said sections running straight through from end to end thereof. The ends of these segments or sections are united in any desired manner, preferably by means of dovetailed formation of the ends, as shown in all the figures except Fig. 6; but, as shown in said Fig. 6, they may be united by keys or splices *a* or in any other desired man-

ner. The rim-halves when assembled by means of uniting the ends by the dovetails or otherwise are united to each other by means of interlocking tongues and grooves upon their adjacent faces, as shown most plainly in Fig. 4. Such an assemblage of parts in a wheel-rim avoids the bending incident to rims of this character of the ordinary construction and leaves the wood in its natural condition with the direction of grain and the strength entirely undisturbed, while at the same time by the peculiar assemblage of parts, as shown in the drawings, the grains of the various portions of wood cross each other, thus securing them against splitting. As I have determined by the practical operation thereof, such rims are strong, substantial, and durable. The portions of the original sections or segments which remain after the rim is turned up and finished are indicated by the curved dotted lines in Fig. 5. When the portions above and below these curved lines are cut away, it leaves the structure substantially as shown in Fig. 2. The tongues and grooves in the adjacent faces of the two halves are formed by turning after the segments or sections of each half are assembled together.

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

A wooden rim or felly for vehicle-wheels composed of two halves, each half formed of comparatively short sections laid together end to end, and provided with dovetailed formation at their ends, whereby they are united, and said sections being provided on their adjacent faces with interlocking tongues and grooves, substantially as and for the purposes set forth.

In witness whereof I have hereunto set my hand and seal, at Indianapolis, Indiana, this 30th day of October, A. D. 1895.

GEORGE E. BLAKE. [L. S.]

Witnesses:

CHESTER BRADFORD,  
JAMES A. WALSH.