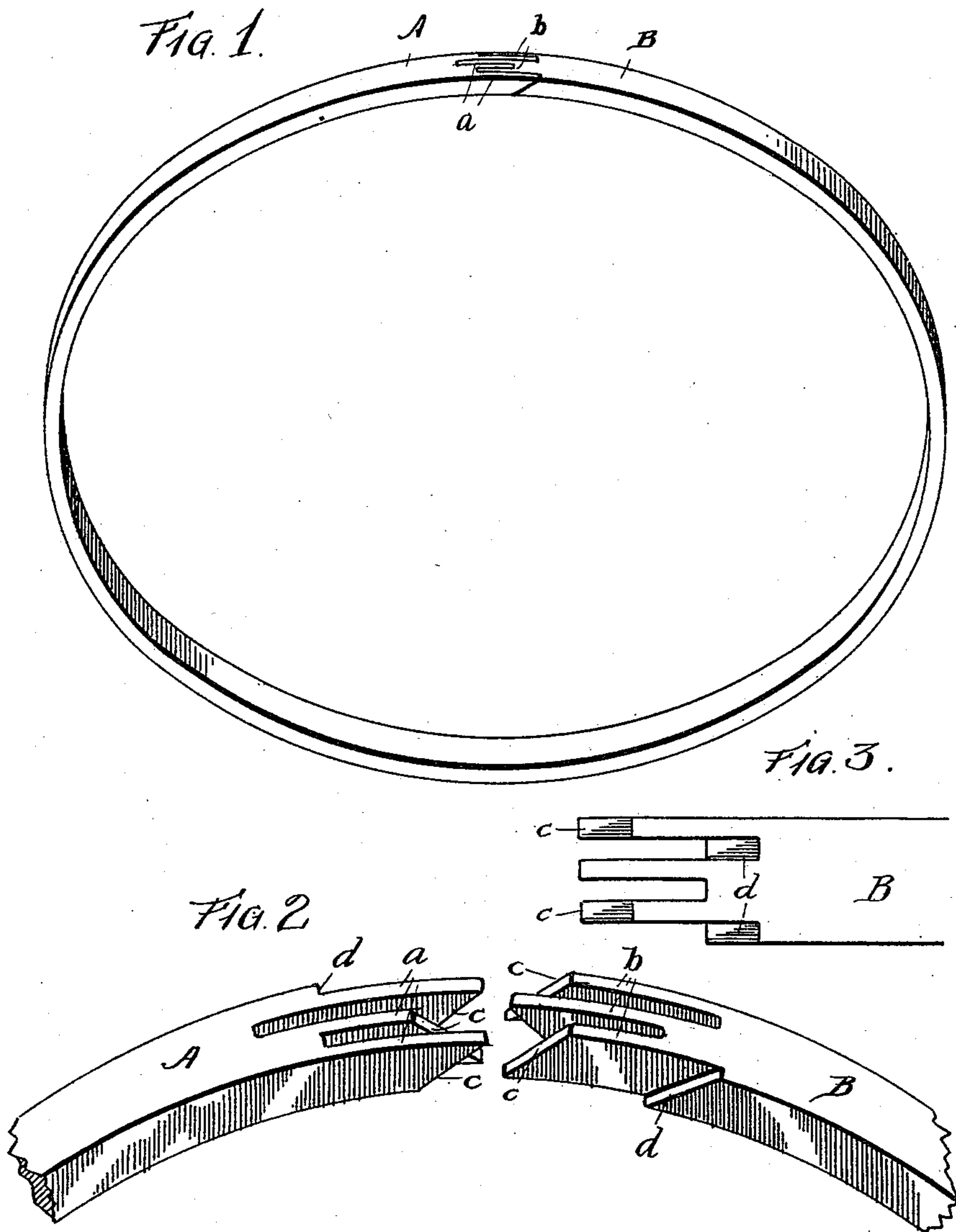


(No Model.)

E. B. DAKE.
RIM JOINT FOR VEHICLE WHEELS.

No. 579,673.

Patented Mar. 30, 1897.



WITNESSES
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RIM-JOINT FOR VEHICLE-WHEELS.

SPECIFICATION forming part of Letters Patent No. 579,673, dated March 30, 1897.

Application filed August 3, 1895. Serial No. 558,104. (No model.)

To all whom it may concern:

Be it known that I, EDWARD B. DAKE, a citizen of the United States, and a resident of Muskegon, in the county of Muskegon and State of Michigan, have invented certain new and useful Improvements in Rim-Joints for Vehicle-Wheels; and I do 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 to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a perspective view of wheel-felly with the invention applied thereto. Fig. 2 is an enlarged perspective of the two sections of the felly to be joined. Fig. 3 is a plan view of one of the sections.

This invention has relation to a joint for the wood rims or fellies of vehicle-wheels, and has for its object the provision of a joint which cannot be pulled apart in a sidewise direction, and which is strong and rigid.

With this object in view the invention consists in the novel construction and combination of parts, all as hereinafter described, and pointed out in the appended claim.

Referring to the accompanying drawings, the letters A and B designate two sections of a wheel-rim or felly which are united in accordance with this invention. Each of said sections is provided at its end with a series of parallel interlocking tenons, as *a*, which conform to the general contour or curvature of the rim and which fit between a corresponding series of tenons on the opposing section which, for distinction, are marked *b*. In the present instance I have shown each section as having three of these tenons, but I do not wish to be limited to any particular number.

The tenons are of equal thickness throughout their length, and their lateral faces are parallel and vertical, and the end of each is continuously beveled from its upper to its lower surface, as at *c*, adjacent tenons having directly opposite bevels. The abutments for said tenons are also alternately beveled, as at *d*. This feature of beveling the ends

of the tenons enables the joint to hold glue much better than would be the case were they formed with square abutting ends. It also greatly strengthens the joint. The opposite bevels hold the sections from all tendency to buckle either outward or inward and renders it impossible for the sections to separate except by a direct longitudinal movement away from each other. It will also appear that this feature greatly strengthens the joint owing to the fact that the wood between the tenons is not entirely cut away, but is left to increase the strength of the abutments, and that this increase of strength is distributed equally upon both the upper and lower portions of the joint and upon opposite sides of the transverse center of the joint, adjacent tenons being of different lengths upon the same side of the joint and their end bearings upon the beveled walls of the interspaces of the opposing section being at different points with relation to such transverse center.

I am aware that it is not broadly new to form a rim-joint having a series of interfitting tenons, as instances of such joints are shown in the English Patents No. 503 of 1895 to Cooley and No. 7,062 of 1894 to Marble; also in the United States patent to Rastetter, No. 528,741, of November 6, 1894, and I hereby disclaim the constructions shown in those patents. The present invention is clearly distinguished from the joint shown in the said English patent to Cooley in that the beveled abutments between the tongues or tenons are not extended to form a second lower set of tongues or tenons which are opposed to the first or upper set, the tongues or tenons of both sets being of gradually-decreasing vertical thickness which renders them less strong. In the present construction each tongue or tenon maintains its full vertical thickness to a point near its end where the bevel commences. The invention is distinguished from the joints shown in the said patents to Rastetter and Marble in the features of its beveled ends, which, as above pointed out, greatly increases the strength of the joint and decreases its tendency to buckle in either direction. The invention is also distinguished from the said patents in the feature whereby adjacent tenons are oppositely

beveled, which also greatly adds to the strength of the joint.

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

A wheel-felly having interlocking ends, each end being provided with a series of parallel projections separated by interspaces, the
10 extremity of the projections of each end being beveled alternately in opposite directions and

the rear walls of the interspaces of each end being beveled alternately in opposite directions to correspond with these engaging projections.

In testimony whereof I affix my signature 15
in presence of two witnesses.

EDWARD B. DAKE.

Witnesses:

R. JUSTIN ROTE,
W. A. MURRAY.