

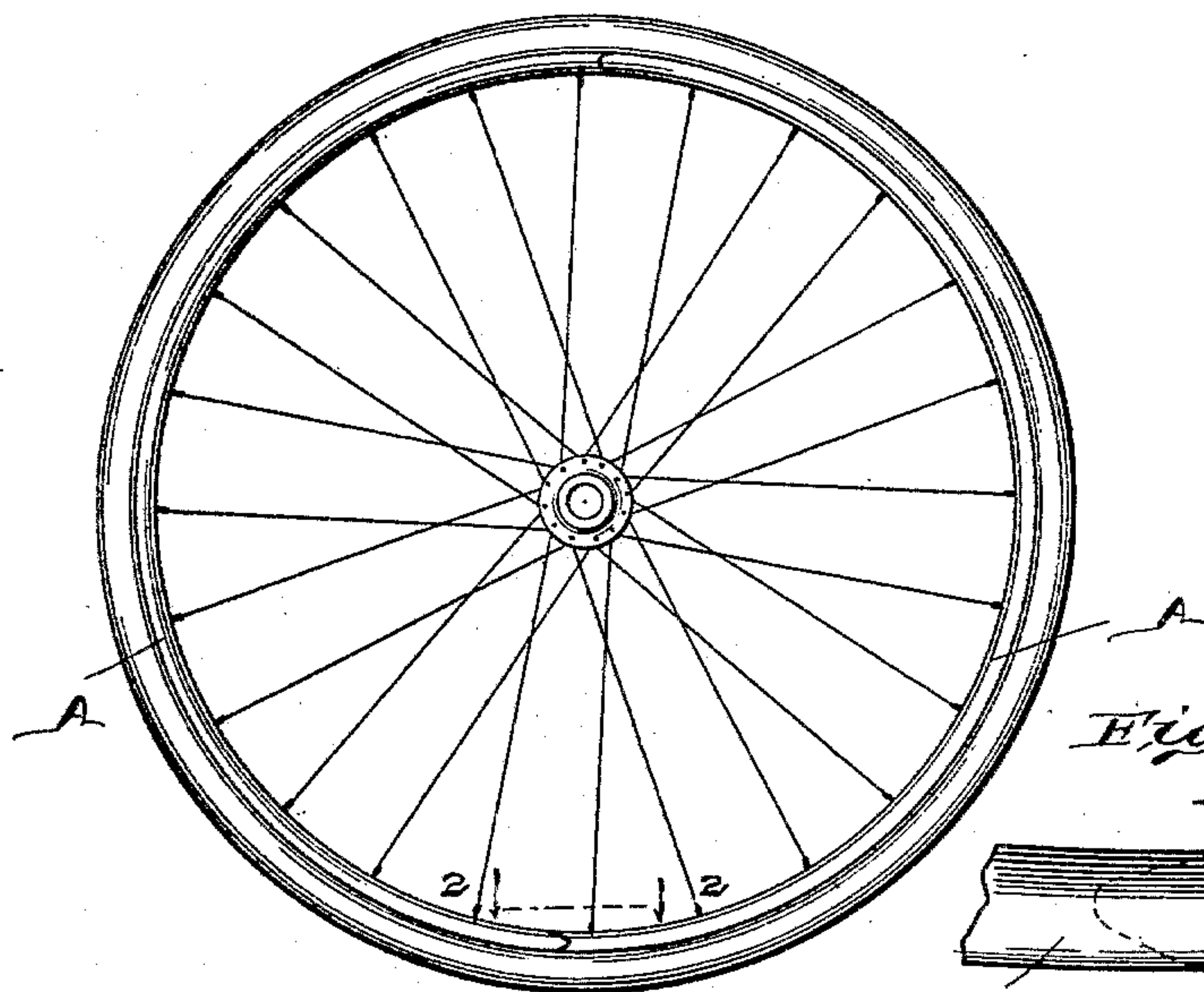
(No Model.)

C. ANDEREGG.  
VEHICLE WHEEL RIM.

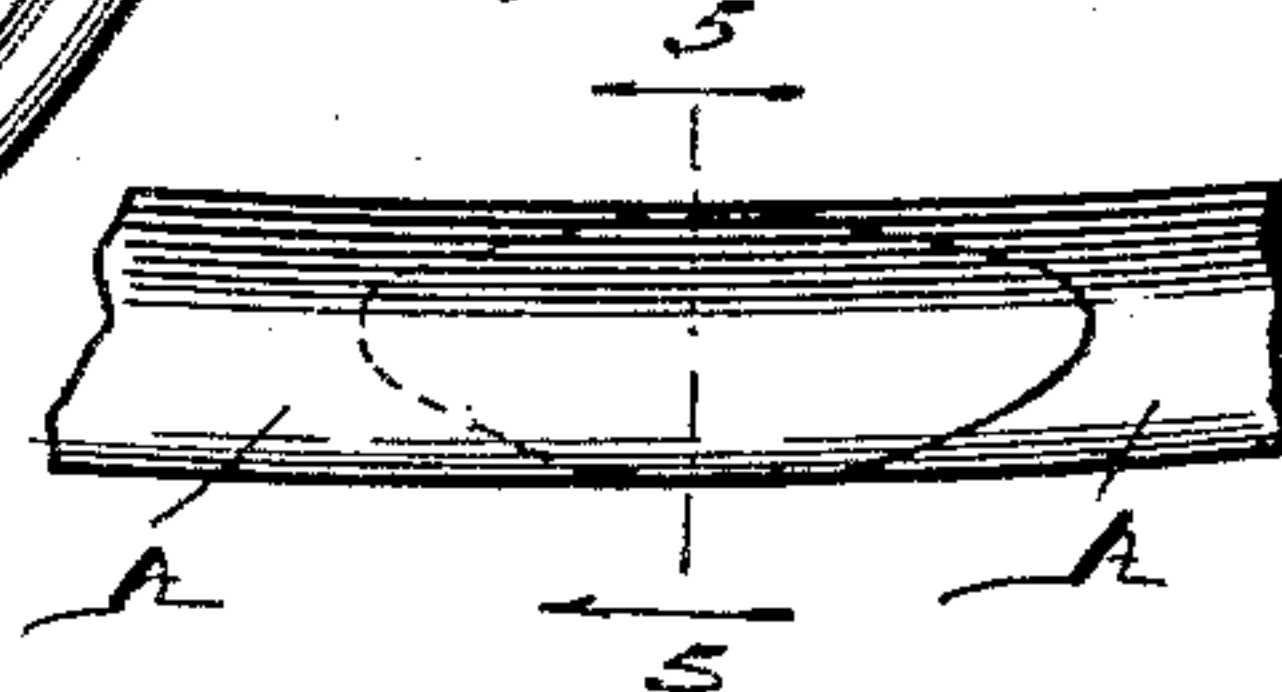
No. 593,268.

Patented Nov. 9, 1897.

*Fig. 1.*



*Fig. 1<sup>a</sup>.*



*Fig. 2.*



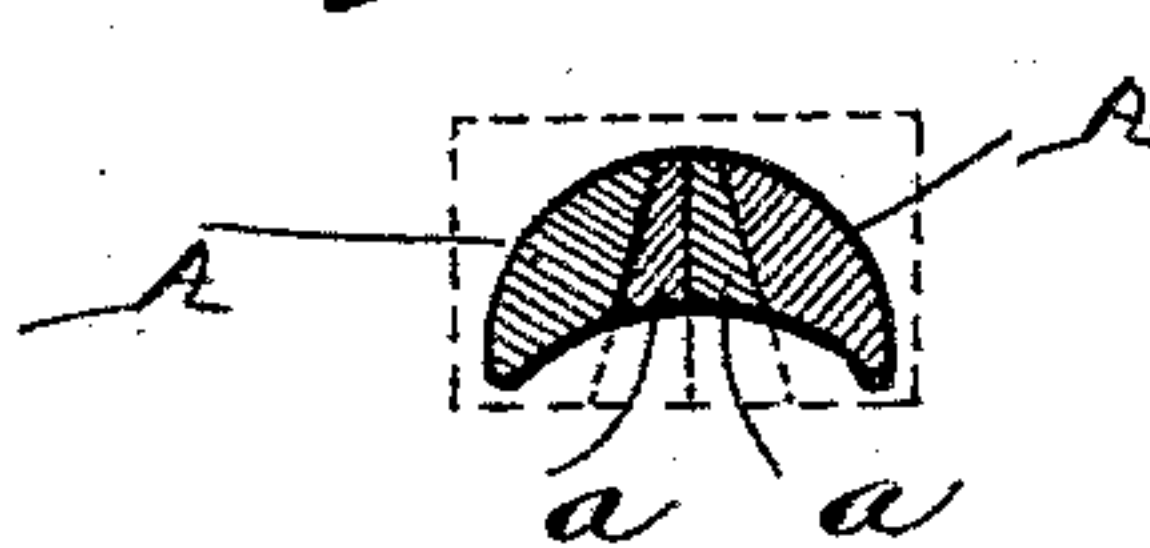
*Fig. 3.*



*Fig. 4.*



*Fig. 5.*



*Fig. 6.*



WITNESSES:

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# UNITED STATES PATENT OFFICE.

CHRISTIAN ANDEREGG, OF INDIANAPOLIS, INDIANA.

## VEHICLE-WHEEL RIM.

SPECIFICATION forming part of Letters Patent No. 593,268, dated November 9, 1897.

Application filed October 11, 1895. Serial No. 565,385. (No model.)

*To all whom it may concern:*

Be it known that I, CHRISTIAN ANDEREGG, a citizen of the United States, residing at Indianapolis, in the county of Marion and State of Indiana, have invented certain new and useful Improvements in Vehicle-Wheel Rims, of which the following is a specification.

This invention relates to the form of the joints by which the ends of wooden felly parts are united in the manufacture of wheel-rims such as are used in bicycles; and it consists in a peculiar formation of such joints whereby a very firm and durable union is effected, all as will be hereinafter more particularly described and claimed.

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 having a rim constructed in accordance with my said invention; Fig. 1<sup>a</sup>, a fragmentary side view of a portion of the rim at the joint, on an enlarged scale; Fig. 2, a plan view of the inner side of the rim at the joint as seen from the dotted line 2 2 in Fig. 1; Fig. 3, a similar view of the outer side of the same portion of the rim; Fig. 4, a view similar to Fig. 2, except that the parts are slightly separated; Fig. 5, a transverse sectional view on the dotted line 5 5 in Figs. 1<sup>a</sup>, 2, and 3; and Fig. 6, a view similar to Fig. 4, except that the center cut is shown at somewhat of an angle with the general direction of the wheel-rim instead of parallel therewith.

All parts not specifically otherwise described are or may be of any ordinary or desired construction.

The wheel-rim A is formed of one, two, or more pieces which are brought together and are united at the ends by means of the surfaces provided by cutting said ends in the form shown. The cuts by which this form is produced are preferably a straight vertical cut central of the rim part and parallel with the face of the wheel and two shearing cuts leading in from the sides of the rim to said straight cut. At acute angles therewith, as shown, the several cuts extend through the rim in the direction of its thickness, the side cuts being somewhat tapered or "cut under," making a spliced joint, which when the parts are forced together is so formed upon the outside as not easily to sliver up in case of the glue loosening its hold.

As shown in Fig. 6, the central cut may be slightly angling, if desired, which gives somewhat of an overlapping of the resulting tongues *a*, instead of a surface parallel with the sides of the tire, and consequently in line with the direction of strain, whenever there is any tendency to pull the rim portions apart. The points which are reached by the ends when forced together are clearly indicated by the dotted lines in Figs. 4 and 6.

As shown in Fig. 2, the side cuts are so positioned that they come nearly together in the middle, where they approach each other, and they may be so positioned as to blend into each other at that point. On the opposite side, however, as best shown in Fig. 3, they depart a considerable distance from each other, forming the points or tongues *a*. This form is produced by having the shearing cuts diverge in different directions from the plane of the rim.

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

1. A wheel-rim composed of portions joined by having their ends cut to fit together, the cuts consisting of a central cut extending through the rim in a plane substantially parallel to the face of the wheel, and two side cuts extending to each side of the rim from said central cut and at an angle thereto, the planes of said cuts being at an acute angle to the plane of the central cut, substantially as set forth.

2. A wheel-rim composed of portions joined together by having their ends cut to fit together, the cuts consisting of a central cut extending through the rim in a plane substantially parallel with the face of the wheel, and two side cuts extending to each side of the rim from said central cut at an angle therewith and also at an angle with the face of the wheel, or "cut-under," the planes of said side cuts being at an acute angle to the plane of the central cut, substantially as set forth.

In witness whereof I have hereunto set my hand and seal, at Indianapolis, Indiana, this 8th day of October, A. D. 1895.

CHRISTIAN ANDEREGG. [L. S.]

Witnesses:

CHESTER BRADFORD,  
JAMES A. WALSH.