

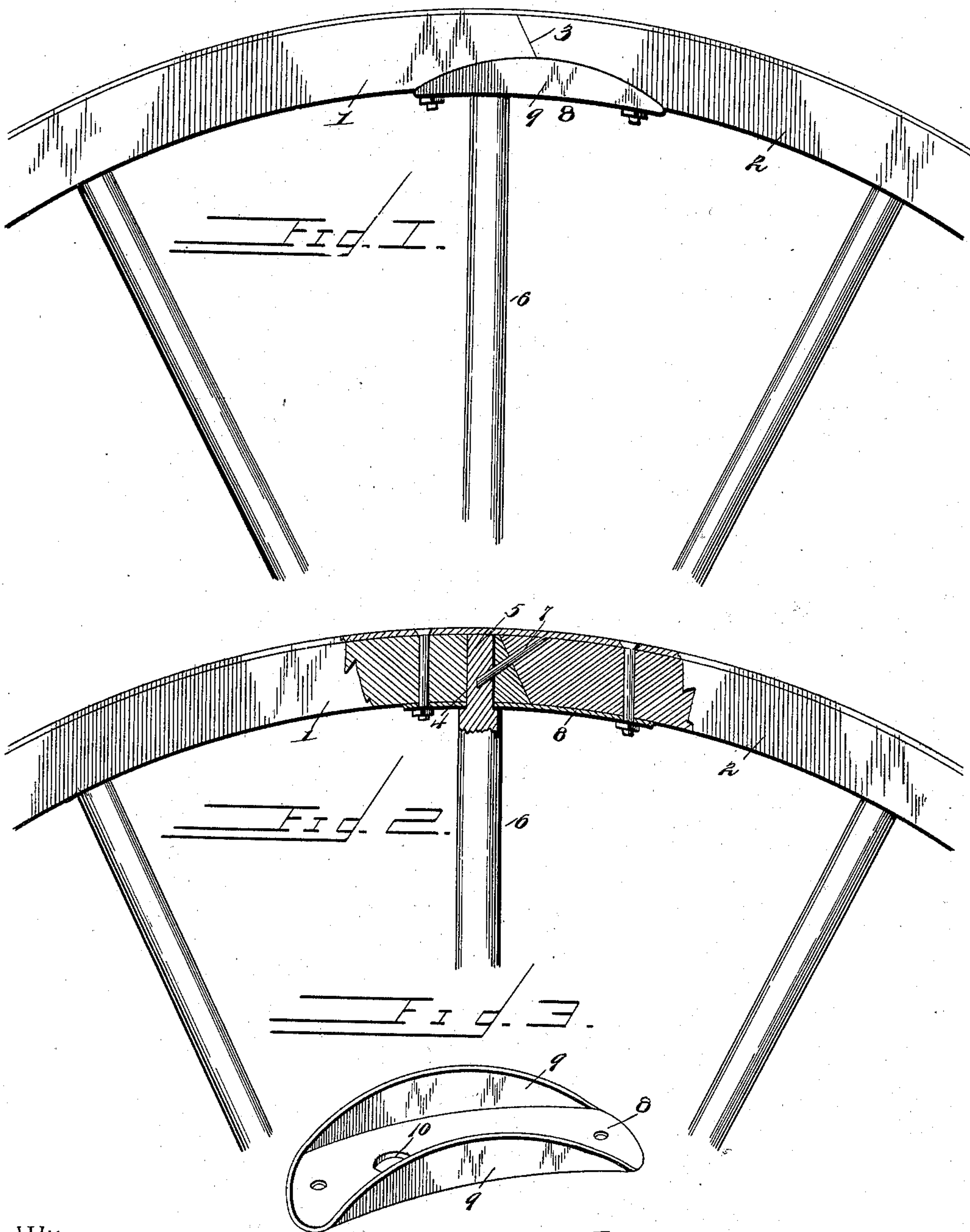
No. 612,468.

Patented Oct. 18, 1898.

J. C. H. VAUGHT.
VEHICLE WHEEL.

(Application filed Feb. 16, 1898.)

(No Model.)



Witnesses

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UNITED STATES PATENT OFFICE.

JAMES C. H. VAUGHT, OF WINSTON, MONTANA.

VEHICLE-WHEEL.

SPECIFICATION forming part of Letters Patent No. 612,468, dated October 18, 1898.

Application filed February 16, 1898. Serial No. 670,526. (No model.)

To all whom it may concern:

Be it known that I, JAMES C. H. VAUGHT, a citizen of the United States, residing at Winston, in the county of Broadwater and State of Montana, have invented a new and useful Vehicle-Wheel, of which the following is a specification.

The purpose of the present invention is the provision of a joint in the construction of vehicle-wheel rims which will obviate flattening at the joint between rim-sections, prevent the splintering or breaking off of corner portions of the sections, and which will secure an equal distribution of the strain and result in the formation of a rim of about equal strength and capability of resisting strain at all points throughout its length.

For a full understanding of the merits and advantages of the invention reference is to be had to the accompanying drawings and the following description.

In the drawings, Figure 1 is an elevation of a portion of a vehicle-wheel having its rim-sections jointed in accordance with this invention. Fig. 2 is a view similar to Fig. 1, showing the joint in section. Fig. 3 is a detail view in perspective of the plate overlapping the joint and secured at its ends to the subjacent end portions of contiguous rim-sections.

Corresponding and like parts are referred to in the following description and indicated in the views of the drawings by the same reference characters.

The rim-sections of the vehicle or wagon wheel are jointed on oblique lines by beveling the contiguous ends of adjacent sections, so as to secure a maximum amount of strength and obviate the cracking or breaking off of inner corner portions of one of the rim-section ends. The number of sections entering into the formation of a rim is immaterial so far as the spirit of the invention is concerned, because the improvement resides, as heretofore stated, in the particular manner of forming the joint. One of the rim-sections, as 1, has its end beveled outwardly from the inner side, and the other section, 2, has its matching end beveled inwardly from the outer side, corresponding with the bevel of the section 1, whereby when the two sections are fitted to-

gether they will meet and form an oblique joint 3. This formation of the joint prevents the corners of the sections from chipping or breaking off.

The section 1, having the outwardly-beveled end, is formed with an opening 4 adjacent to the joint 3 for the reception of the tenon 5 of a spoke 6, the shouldered end of the spoke engaging with the inner side of the section and holding it from inward movement when said section is lowermost and sustains the weight of the load. The inward bevel of the section 2, abutting against the outward bevel of the section 1, is supported thereby. The two sections are held in alinement by means of a dowel-pin 7, passing obliquely through registering openings formed in the matching beveled ends of adjacent rim-sections. This dowel-pin also enters the spoke-tenon 5, thereby securing it and the sections in firm relation and resulting in the formation of a substantial joint.

A plate 8 overlaps the joint 3 and is fitted against the inner side of the rim-sections and is bolted to the end portions bordering upon the joint in the usual manner. This plate has its edge portions flanged, as shown at 9, to embrace the side portions of the rim-sections near their inner periphery, thereby supplementing the action of the dowel-pin in preventing lateral displacement of said sections. This plate has an opening 10 near one end, through which the tenon 5 of the spoke adjacent to the joint 3 passes. This plate is essential in the construction of light wheels for buggies, sulkyies, and carriages; but in the manufacture of heavy wheels for wagons and drays the plate 8 may be dispensed with, the matching of the beveled ends of the rim-sections and the overlapping tire being sufficient to hold the sections in proper position.

Having thus described the invention, what is claimed, and desired to be secured by Letters Patent, is—

1. In the construction of wagon and vehicle wheels, rim-sections having their matching ends obliquely jointed, the rim-section having the end outwardly beveled being formed with an opening adjacent to the joint for the reception of the tenon of a spoke, and a dowel-pin extending across the oblique joint and fitted

into registering openings formed in the matching ends of the adjacent rim-sections, substantially as set forth.

2. In a vehicle or wagon wheel, rim-sections 5 obliquely jointed, the section having its end outwardly beveled being provided with an opening adjacent to the joint, a spoke having its tenoned end fitted into the said opening, and a dowel-pin extending across the oblique 10 joint and passing through the matching ends of adjacent rim-sections and entering the tenoned end of the aforesaid spoke, substantially as set forth.

3. In a vehicle-wheel the combination of 15 rim-sections jointed on an oblique line, the section having the outwardly-beveled end being provided with an opening contiguous to the oblique joint, a spoke having its ten-

oned end fitted into the said opening, a dowel-pin extending across the oblique joint and 20 entering the tenoned end of the spoke, a plate overlapping the joint and having its side portions flanged and embracing the sides of the rim-sections, and provided near one end with an opening for the reception of the tenon 25 of the aforescribed spoke, and means for securing the ends of the plate to the rim-sections bordering upon the said oblique joint, substantially as set forth.

In testimony that I claim the foregoing as 30 my own I have hereto affixed my signature in the presence of two witnesses.

JAMES C. H. VAUGHT.

Witnesses:

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E. A. SLOAN.