No. 771,341. PATENTED OCT. 4, 1904.

E. A. VICKROY.

CAR WHEEL.

APPLICATION FILED JULY 25, 1903.

NO MODEL.

Fig. 1.

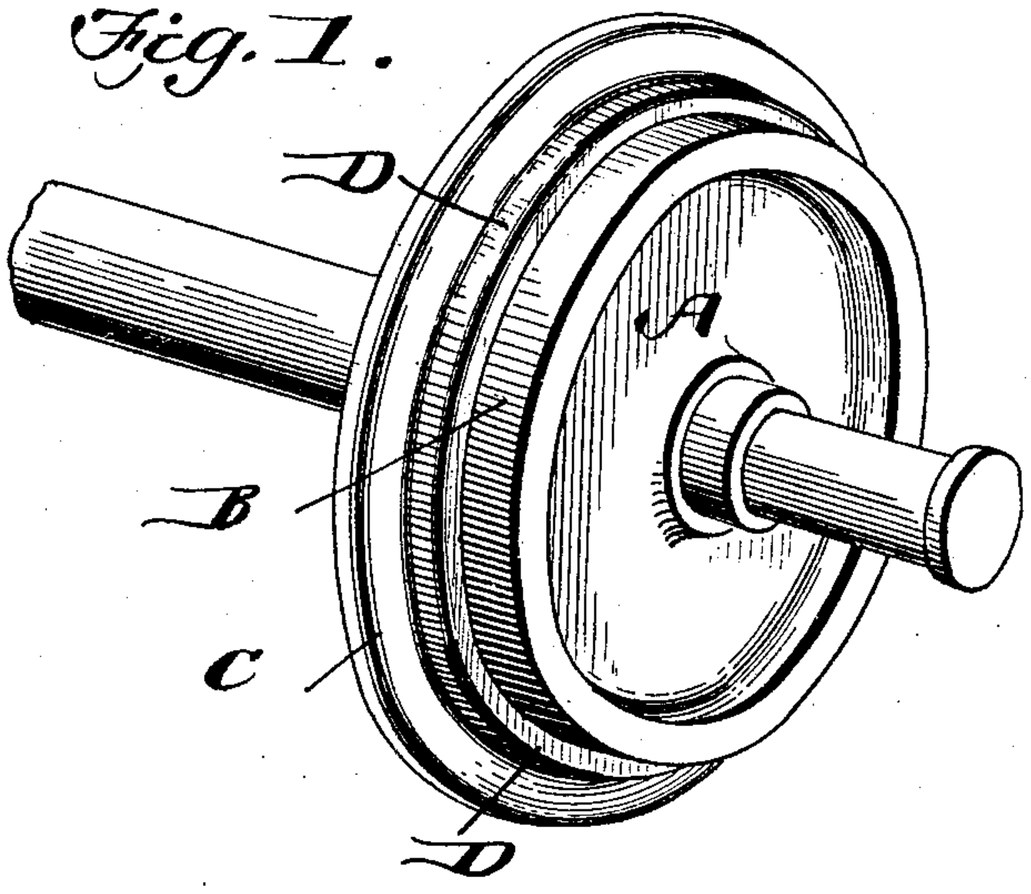


Fig. 2.

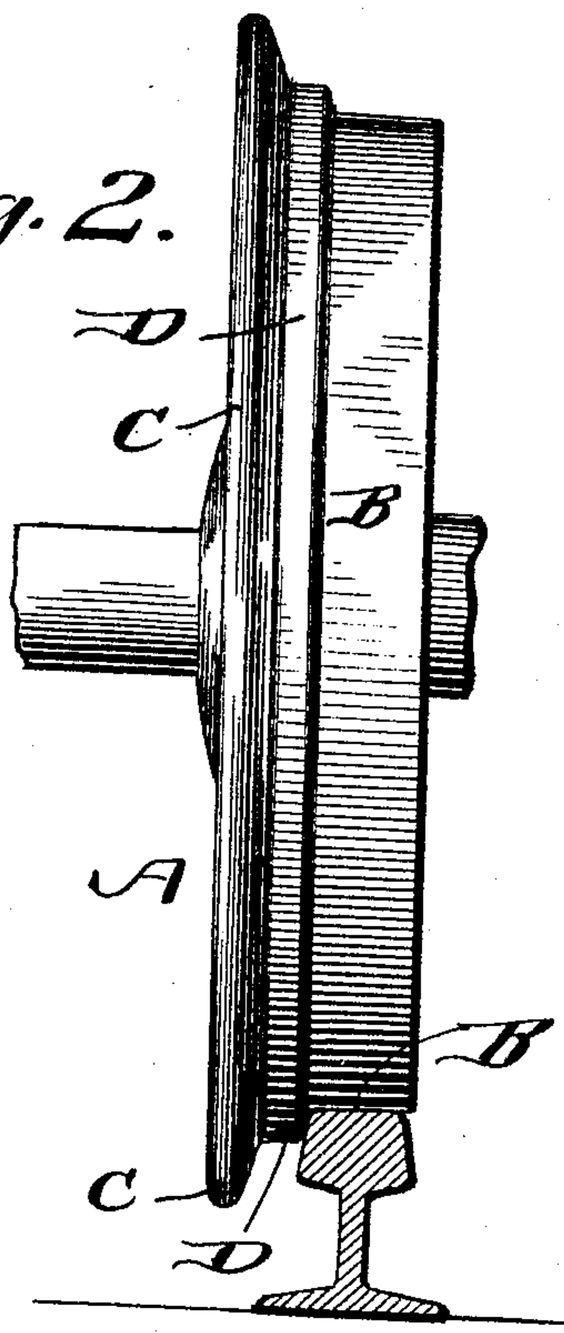
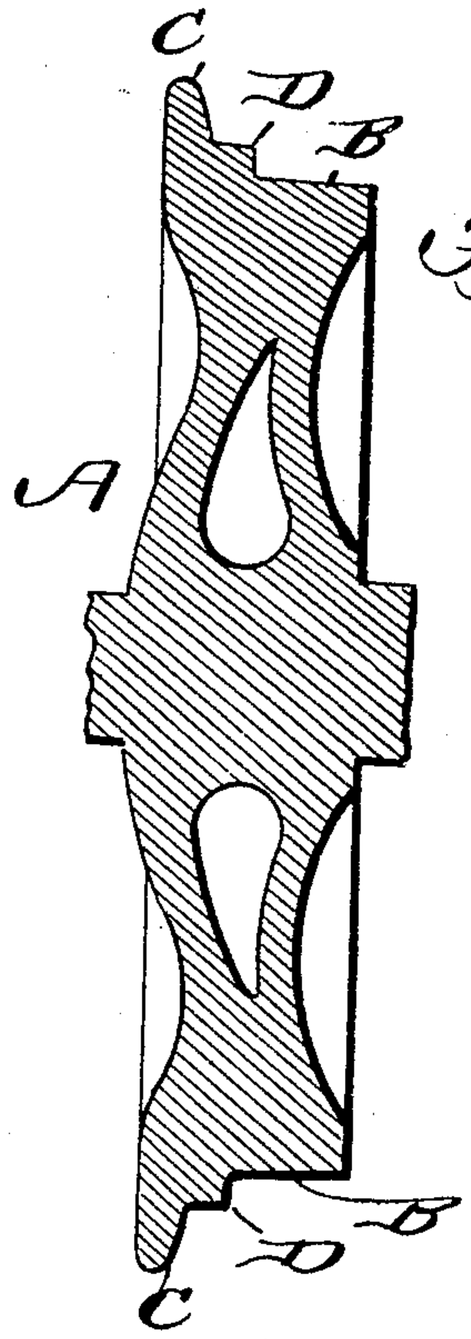


Fig. 3.



Witnesses

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No. 771,341. Patented October 4, 1904.

UNITED STATES PATENT OFFICE.

EDWIN A. VICKROY, OF ATLANTA, GEORGIA.

CAR-WHEEL.

SPECIFICATION forming part of Letters Patent No. 771,341, dated October 4, 1904.

Application filed July 25, 1903. Serial No. 167,030. (No model.)

To all whom it may concern:

Be it known that I, EDWIN A. VICKROY, a citizen of the United States, residing at Atlanta, in the county of Fulton and State of Georgia, have invented a new and useful Car-Wheel, of which the following is a specification.

This invention is an improved construction of wheel adapted for use upon cars and locomotives, the object of the invention being to provide a wheel of such construction that the flange of the wheel will be held away from the rail a sufficient distance to prevent the said flange splitting the switch.

Car and locomotive wheels as ordinarily constructed comprise a tread and a flange, and it frequently happens that the flanges wear thin and have sharp edges, and when the flanges are in this condition they frequently split a switch by passing between the rail and switch-point, and this is bound to occur if the switch-point is bent in the least degree.

The object of my invention is to provide a wheel of such construction that the flange will follow the main line even though the switch-point be bent slightly outward, and my invention consists, broadly, in producing a circumferential shoulder at the juncture of the tread and flange, said shoulder serving to hold the flange away from the rail for the purpose above referred to.

In the drawings, forming part of this specification, Figure 1 is a perspective view showing a wheel constructed in accordance with my invention. Fig. 2 is an edge view of the same. Fig. 3 is a vertical sectional view.

Referring to the drawings, A indicates a car-wheel, of which B is the tread and C the flange, and at the juncture of the tread and flange I provide a circumferential shoulder D, which in practice is about one-half inch each way, as I have found that a shoulder of this size is sufficient to hold the flange of the wheel away from the rail a sufficient distance to prevent the said flange splitting the switch or injuring the end of the switch-point, as it will be noted that this shoulder limits or acts as a stop to prevent the flange proper coming in contact with the rail.

A wheel constructed as herein shown and described will last longer than an ordinary car-wheel, for the reason that the flange will not become worn and thin, as now happens with the ordinary construction of car-wheel, and when the flange becomes worn it frequently breaks, and many accidents are produced through the breaking of a thin flange. This defect is entirely avoided by a wheel constructed in accordance with my invention, and it will be borne in mind that no additional weight is added to the wheel, and the bearing-surface being reduced friction of the wheel upon the rail will be correspondingly reduced.

The wheel may be made according to any preferred method, so long as the circumferential shoulder is maintained at the juncture of the flange and tread.

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

In a car-wheel having flange and tread portions, a circumferential shoulder formed between the tread and flange, said shoulder having a straight vertical face adjacent the tread, and a periphery substantially at a right angle to said face, substantially as shown and described.

EDWIN A. VICKROY.

Witnesses:
JOHN M. LETTERLE,
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