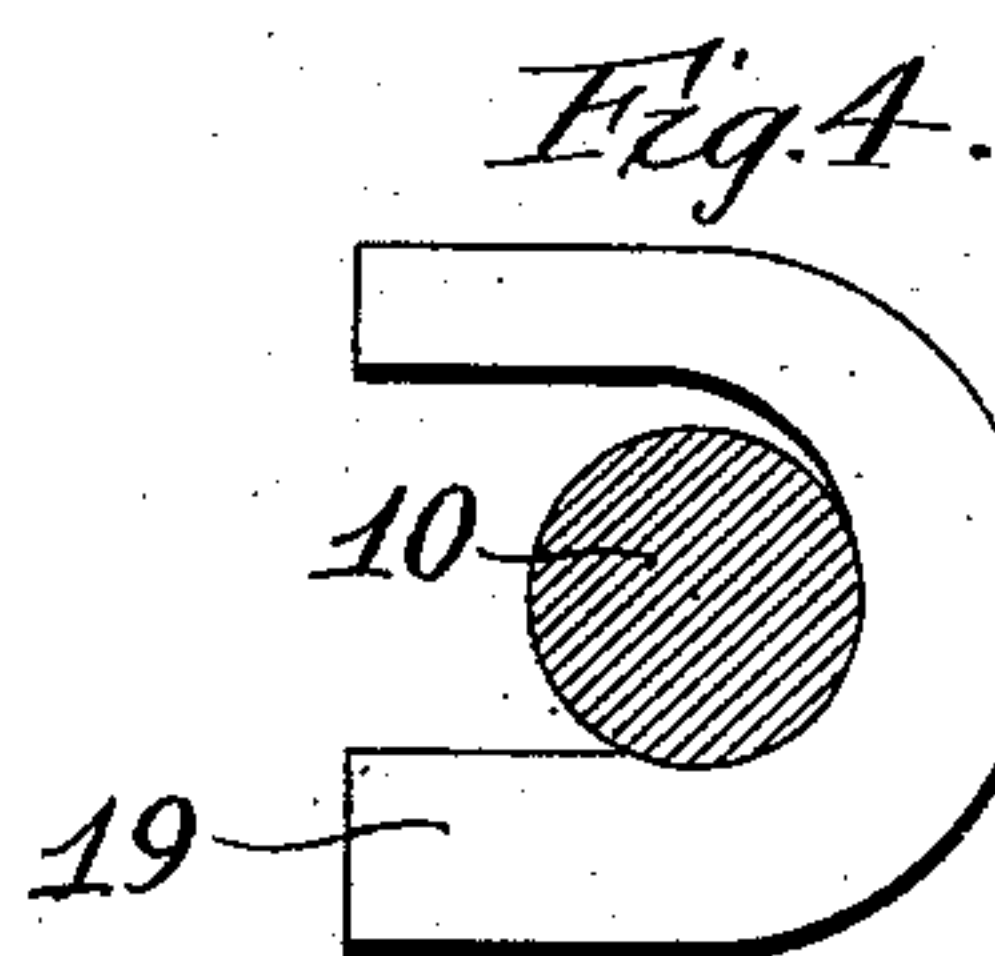
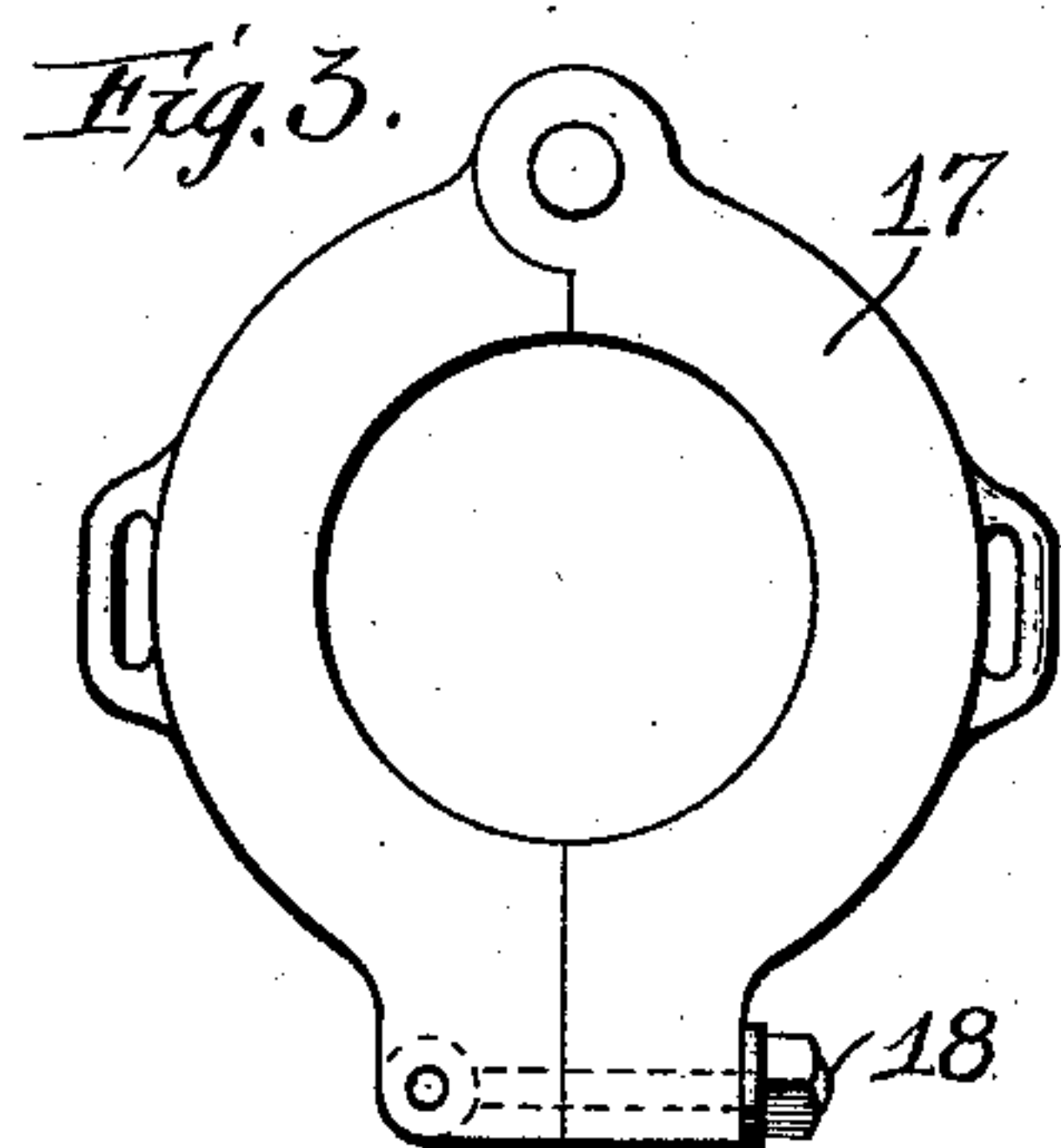
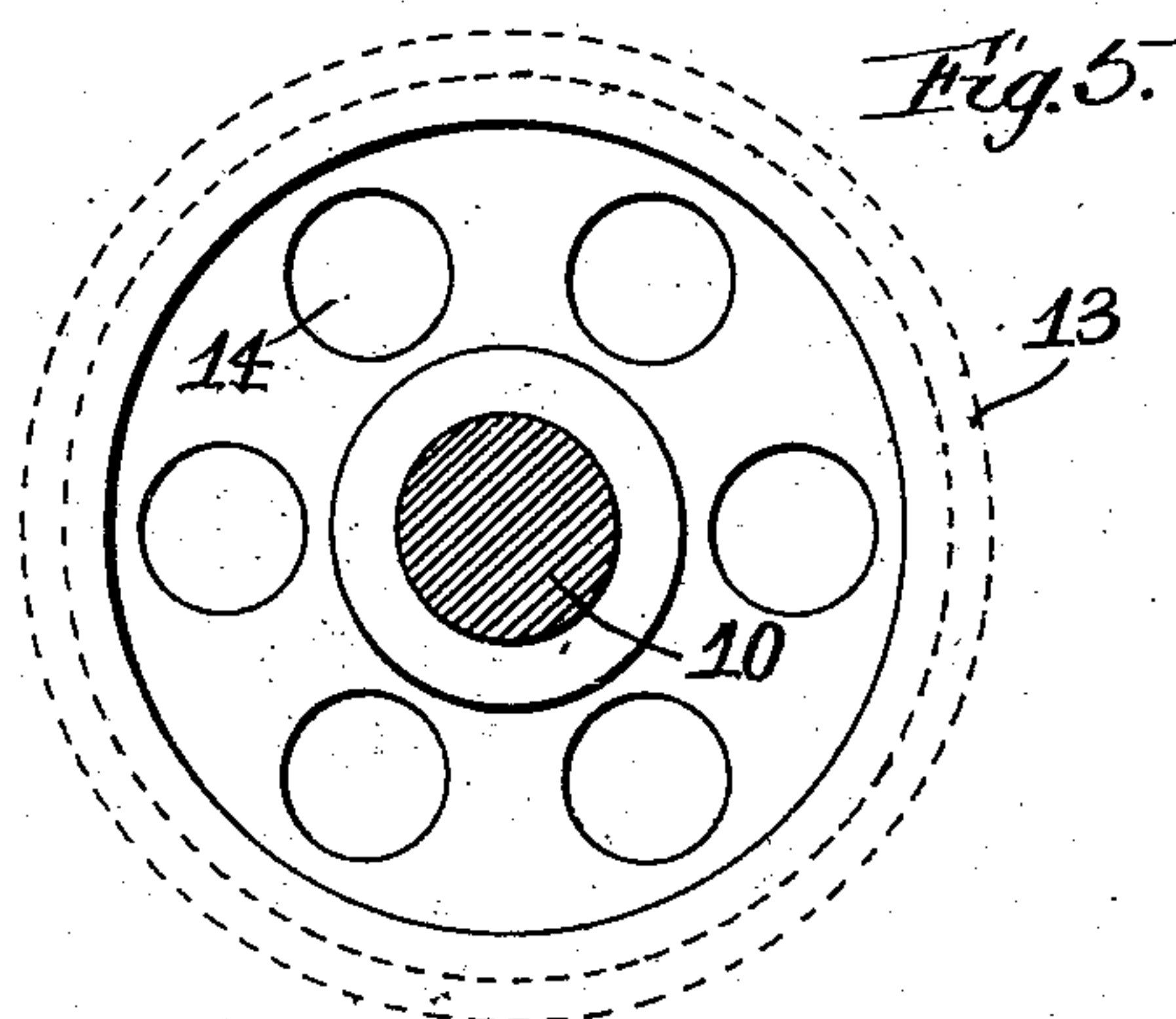
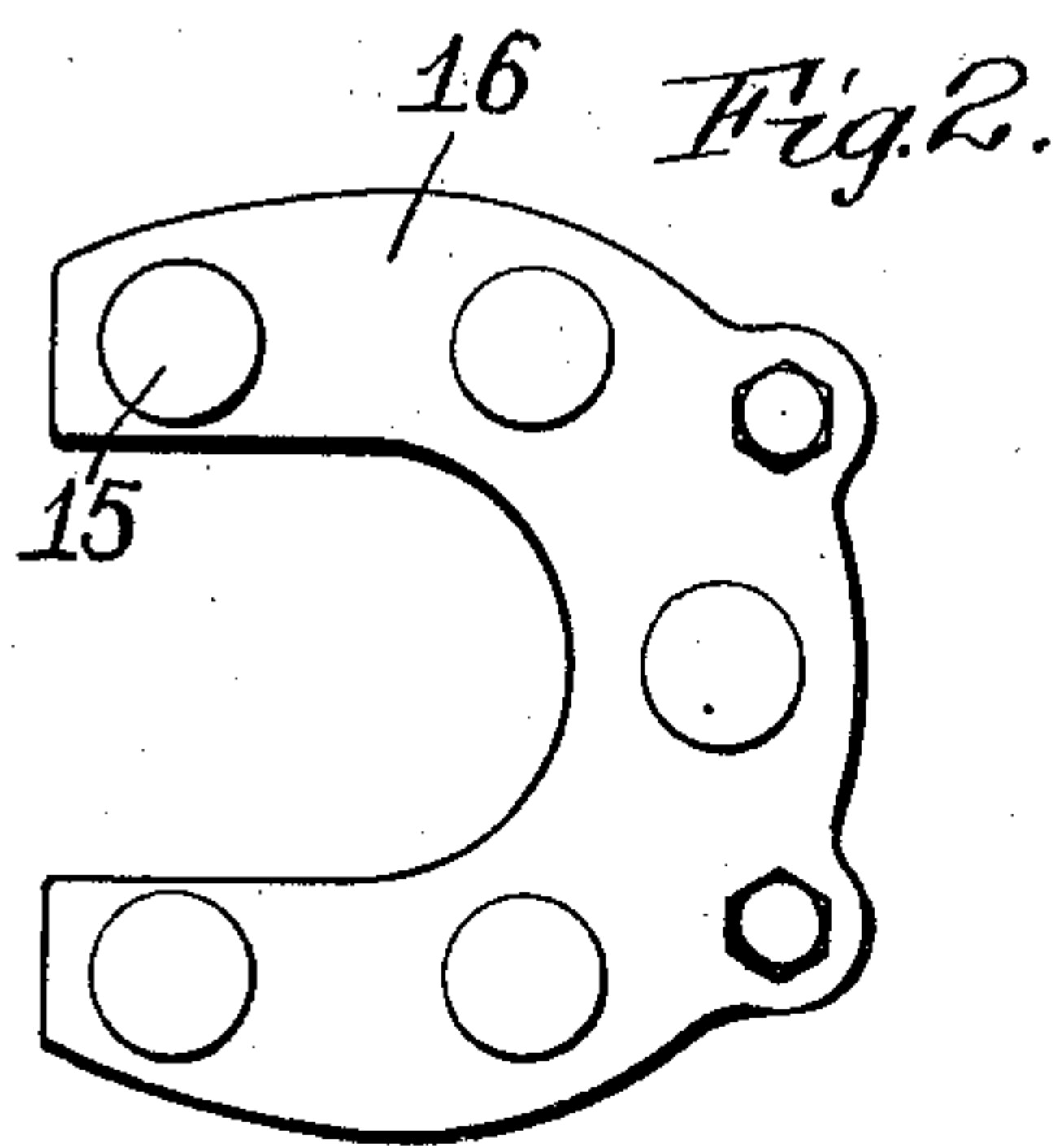
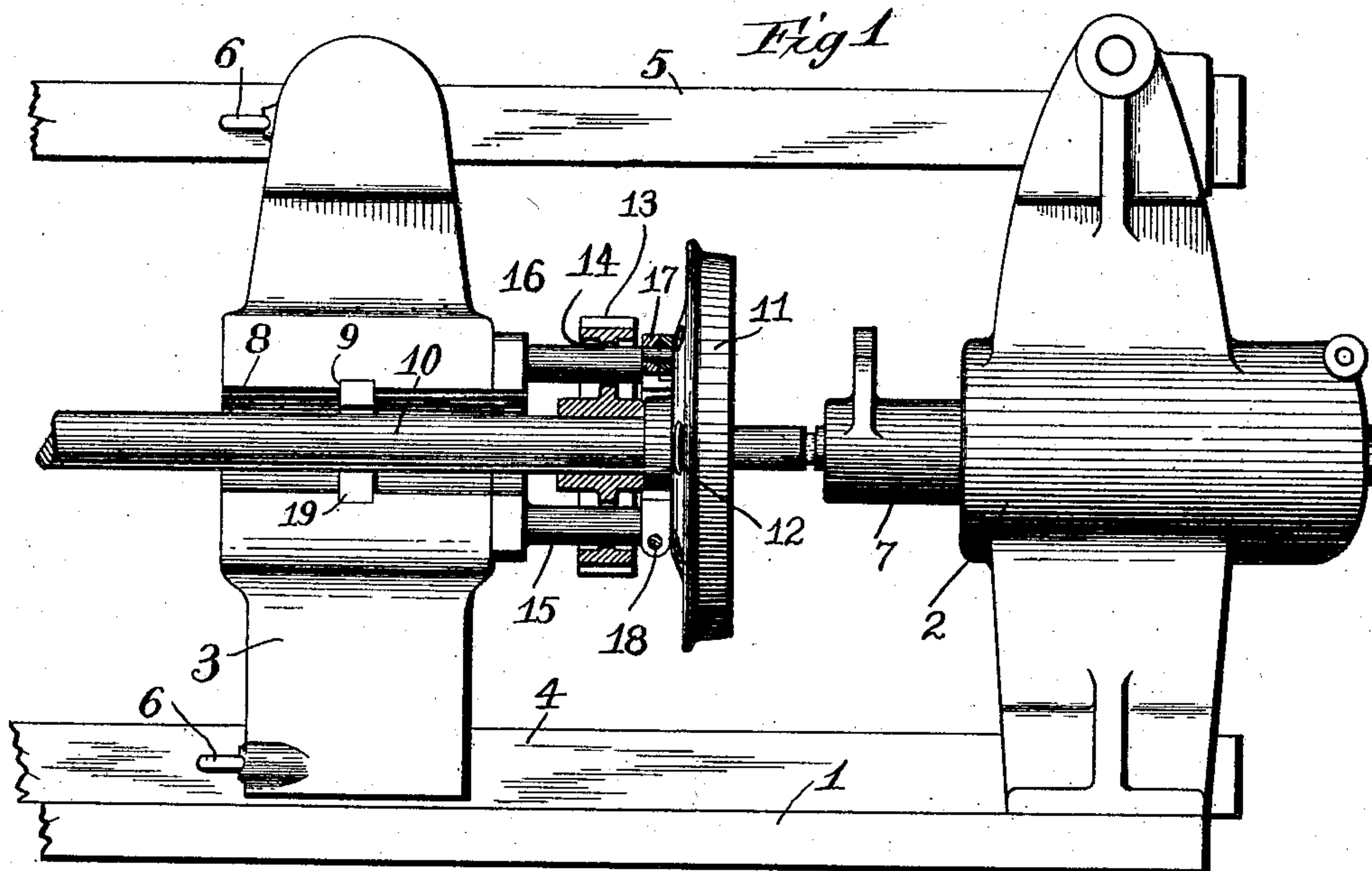


No. 843,098.

PATENTED FEB. 5, 1907.

G. T. REISS.  
WHEEL PRESS.

APPLICATION FILED APR. 16, 1906.



Witnesses:  
Elmer R. Shipley.  
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# UNITED STATES PATENT OFFICE.

GEORGE T. REISS, OF HAMILTON, OHIO, ASSIGNOR TO NILES-BEMENT-POND COMPANY, OF JERSEY CITY, NEW JERSEY.

## WHEEL-PRESS.

No. 843,098.

Specification of Letters Patent.

Patented Feb. 5, 1907.

Application filed April 16, 1906. Serial No. 312,043.

*To all whom it may concern:*

Be it known that I, GEORGE T. REISS, a citizen of the United States, residing at Hamilton, Butler county, Ohio, have invented certain new and useful Improvements in Wheel-Presses, of which the following is a specification.

This invention, pertaining to car-wheel presses, will be readily understood from the following description, taken in connection with the accompanying drawings, in which—

Figure 1 is a side elevation of a car-wheel press exemplifying my invention, parts appearing in vertical section; Fig. 2, a face view of the finger-piece; Fig. 3, a face view of the collar; Fig. 4, a face view of the axle-rest, and Fig. 5 a face view of the axle-gear.

In connection with electrically-driven cars it frequently happens that a gear is fast upon the car-axle near the inside face of one of the car-wheels, and when an attempt is made to remove the car-wheels from the axle by ordinary means and methods in a car-wheel press this gear defeats the operation as regards one of the car-wheels and requires that the gear also be removed, which is very often undesirable. These gears are generally of plate or web construction with equally-spaced holes through the web. Again, many if not most of the car-wheels employed in the class of work under consideration have their backs convexly bellied near the hub, this bellied portion being provided with a circumferential series of core-holes.

My invention provides for the ready removal of car-wheels from their axles without disturbing the gears, and it provides for getting a satisfactory thrust against the inner face of the wheels regardless of the bellying and the core-holes.

In the drawings, 1 indicates the sole-plate; 2, the cylinder; 3, the foot-block; 4, the lower strain-bar; 5, the upper strain-bar; 6, the foot-block thrust-keys; 7, the ram; 8, the axle-receiving gap in the foot-block, and 9 the notch in the gap for the temporary reception of the dead-stop plate employed when the press is used in forcing wheels upon their axles, all of the parts thus far referred to being constructed as usual in car-wheel presses and subject to any of the usual or ap-

propriate modifications in this class of car-wheel presses.

Proceeding with the drawings, 10 indicates the axle in position in the press; 11, a car-wheel fast thereon, to be removed by the action of the press; 12, the series of core-holes in the bellying back of the wheel; 13, the gear fast on the axle near the wheel; 14, a series of holes through the web of the gear; 15, a series of studs or fingers projecting rigidly toward the ram from the inner face of the foot-block around the axle, the sizes and disposition of these fingers being such that they will pass freely through the holes in the gear; 16, a heel-plate in gapped ring form secured to the inner face of the foot-block and carrying the fingers and serving as the means by which the fingers may be readily attached to the foot-block; 17, a diametrically-divided thrust-collar encircling the axle between the back of the wheel and the ends of the fingers; 18, a buckle-bolt uniting the two divisions of the collar at one portion of the circle of the collar, the divisions being joined at an opposite point in the circle by a hinge-pin, permitting the collar to be opened when unbuckled, and 19 a U-shaped rest-piece inserted in the notch 9 of the foot-block and supporting an intermediate portion of the axle.

The action of the press in removing the wheel will be obvious to those familiar with presses of this general class. In the absence of thrust-collar 17 the ends of the fingers would come against the car-wheel and push it off the axle, and this would be the manner of use where expedient; but where the character of the bellying back or where the presence of the core-holes interferes with the fair bearing of the fingers then the thrust-collar may be interposed, the fingers bearing fairly against the collar and the collar bearing fairly against the wheel. By omitting a finger at the front of the series the circle of fingers becomes gapped, so as to permit the ready entrance and exit of the axle. The finger structure is readily removed from the press when not needed. The axle-rest 19 prevents undue sagging of the outer portion of the axle.

I claim—

1. A car-wheel press comprising a foot-

block and a series of fingers projecting rigidly from the inner face of the foot-block.

2. A car-wheel press comprising a foot-block and a gapped heel-plate secured to the inner face of the foot-block, and a series of fingers projecting rigidly and inwardly therefrom.

3. A car-wheel press comprising a foot-block and a series of fingers projecting rigidly from the inner face of the foot-block, and a removable thrust-collar disposed against the ends of said fingers.

4. A car-wheel press comprising a foot-block and a series of fingers projecting rigidly

from the inner face of the foot-block, and a divided jointed thrust-collar removably seated against the ends of said fingers.

5. A car-wheel press comprising a foot-block provided with a frontward open horizontal axle-receiving gap having a frontward open transverse notch, and a frontward open U-shaped axle-rest seated within said notch upon the floor thereof and adapted to engage below an intermediate portion of an axle.

GEORGE T. REISS.

Witnesses:

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