No. 877,979. PATENTED FEB. 4, 1908.

D. K. BARRY.

MODEL OR GUIDE WHEEL FOR LATHES.

APPLICATION FILED SEPT. 3, 1907.

Fig. 1.

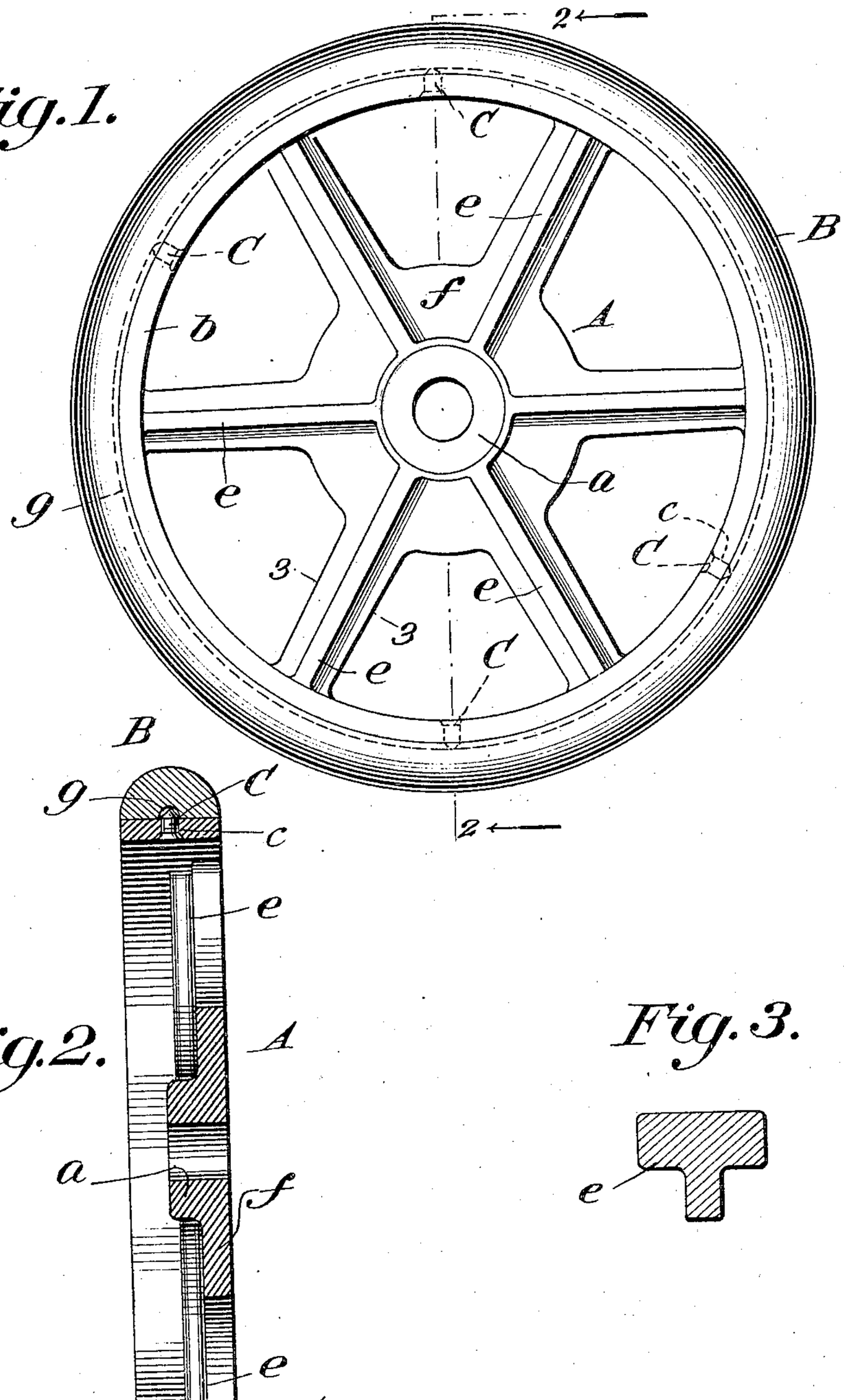

Fig. 2.

Fig. 3.

Witnesses

Phil E. Barnes

Frank J. Sheehy.

Inventor

Daniel K. Barry.

By James J. Sheehy

Attorney

UNITED STATES PATENT OFFICE.

DANIEL K. BARRY, OF NEWPORT, NEW HAMPSHIRE.

MODEL OR GUIDE WHEEL FOR LATHES.

No. 877,979. Specification of Letters Patent. Patented Feb. 4, 1908.

Application filed September 3, 1907. Serial No. 391,064.

To all whom it may concern:

Be it known that I, DANIEL K. BARRY, citizen of the United States, residing at Newport, in the county of Sullivan and State of New Hampshire, have invented new and useful Improvements in Model or Guide Wheels for Lathes, of which the following is a specification.

My invention relates to model or guide wheels such as used on last lathes; and its object is to provide an easily manufactured and inexpensive model or guide wheel, the rim of which may be expeditiously and easily removed when worn and as readily replaced with a new rim, and this without entailing the employment of skilled labor; the adaptability of the rim to be removed and replaced with a new rim as stated being designed to prolong the usefulness of the major portion of the wheel.

Other advantageous features of the invention will be fully understood from the following description and claim when the same are read in connection with the accompanying drawings, forming part of this specification, in which:

Figure 1 is a side elevation of my novel model or guide wheel. Fig. 2 is a diametrical section of the wheel, and: Fig. 3 is a section taken through one of the sopkes of the wheel to show the shape of the said spoke in cross-section.

Similar letters designate corresponding parts in all of the views of the drawings, referring to which:

A is the body of my novel model or guide wheel, which for the sake of cheapness and facility of manufacture is made of cast-iron.

B is the removable rim of the wheel which is made of cast steel or other steel, in the discretion of the manufacturer in order to adapt it to withstand wear, and C C are blind screws which I prefer to employ in the retention of the rim B on the body A.

In the preferred embodiment of my invention the body A is made up of a hub *a*, an outer annular portion *b* having at intervals radially disposed apertures *c* the inner ends of which are flared, as shown, spokes *e* extending between the hub *a* and the annular portion *b* and preferably shaped in cross-section as shown in Fig. 3, and a strengthening web *f* extending between and joining the inner portions of the several spokes *e*.

The rim B is of convex-plano form in cross-section, and its flat side which is opposed to the outer side of the annular portion *b* of the body A, is provided with a longitudinal central groove *g*. This groove *g* has for its office to receive the outer ends of the screws C, and enables the said screws to securely hold the rim against lateral displacement from the body A. It will also be noticed in this connection that the groove *g* permits of the rim B being readily positioned in a correct manner on the body A so that the sides of the rim are flush with the sides of the body and also admits of the screws C being turned outward to such an extent that their inner ends are flush with the inner side of the annular portion *b* of the body with the result that the screws are entirely hidden from view and the wheel is made to present the same appearance as an ordinary one-piece wheel.

By virtue of the construction described it will be apparent that my novel wheel while much cheaper than the ordinary one-piece wheel is initially quite as durable as the same; also, when the rim B is worn, it may be quickly and easily removed without the employment of skilled labor, and a new rim may be as readily replaced and secured on the body, thus prolonging for an indefinite period the usefulness of the body and rendering it unnecessary to replace the wheel with an entirely new wheel.

The groove *g* in the inner side of the rim B is particularly advantageous since it is adapted to receive all of the screws C when the sides of the rim are flush with the sides of the body, and hence does not have to be registered with the screws.

The construction herein illustrated and described constitutes the best embodiment of my invention at present known to me, but I do not desire to be understood as confining myself to the specific construction and relative arrangement of parts embraced in the said embodiment, since in the future practice of the invention such changes or modifications may be made as fairly fall within the scope of my invention as defined in the claim appended.

Having described my invention, what I claim and desire to secure by Letters-Patent, is:

A wheel, comprising a body having an annular portion provided with radially disposed apertures, a rim of harder and more durable metal than the body surrounding the annular portion of the body; the said rim

having a flat side corresponding in width and opposed to the annular portion of the body and also having a longitudinal central groove in its said flat side, and screws extending through the radial apertures in the annular portion of the body and into the longitudinal central groove of the rim.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

DANIEL K. BARRY.

Witnesses:
F. O. CHELLIS,
W. E. TURNER.