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CAR WHEEL.

APPLICATION FILED NOV. 18, 1914.

1,136,839. Patented Apr. 20, 1915.

Fig. 2

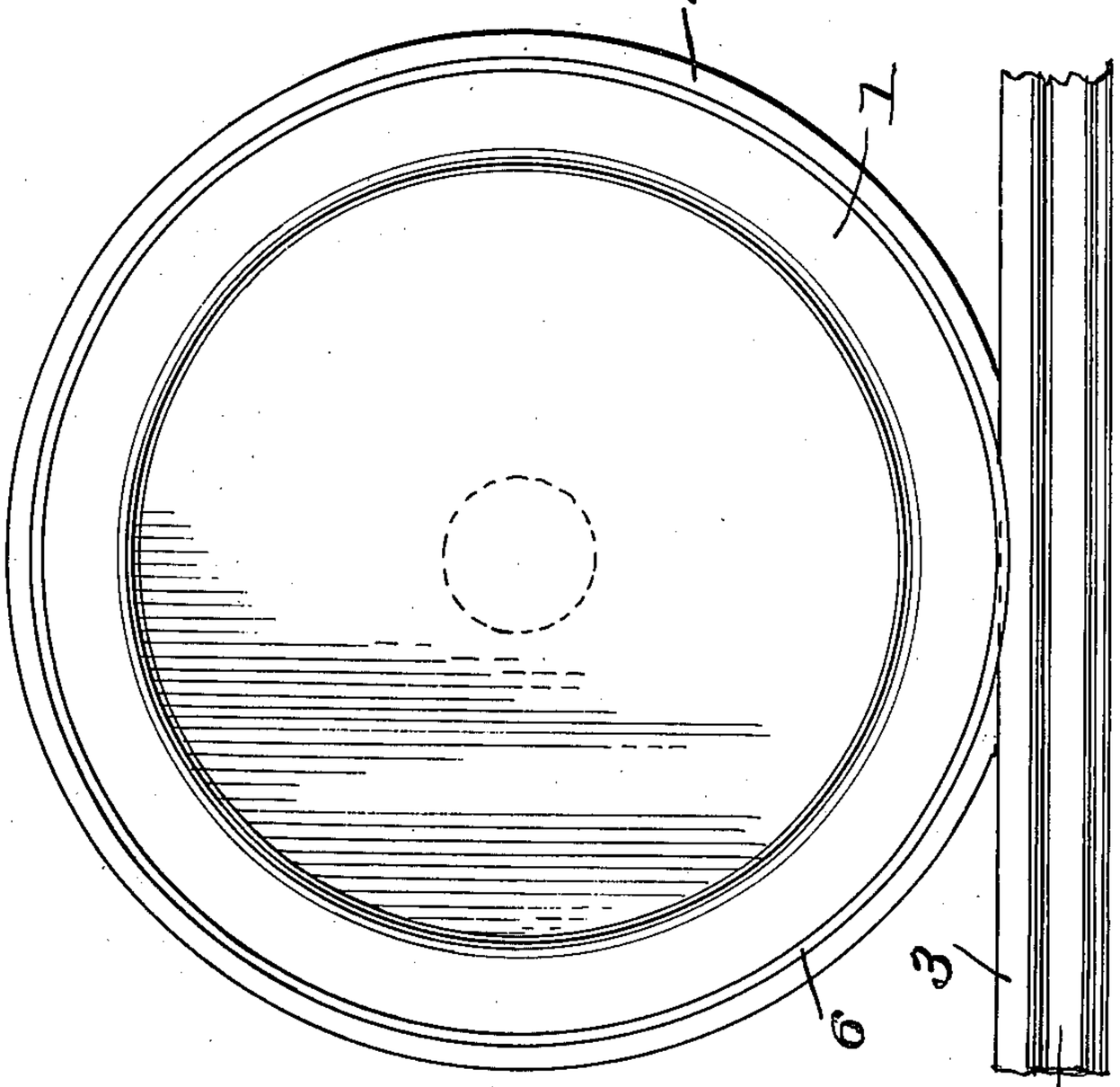
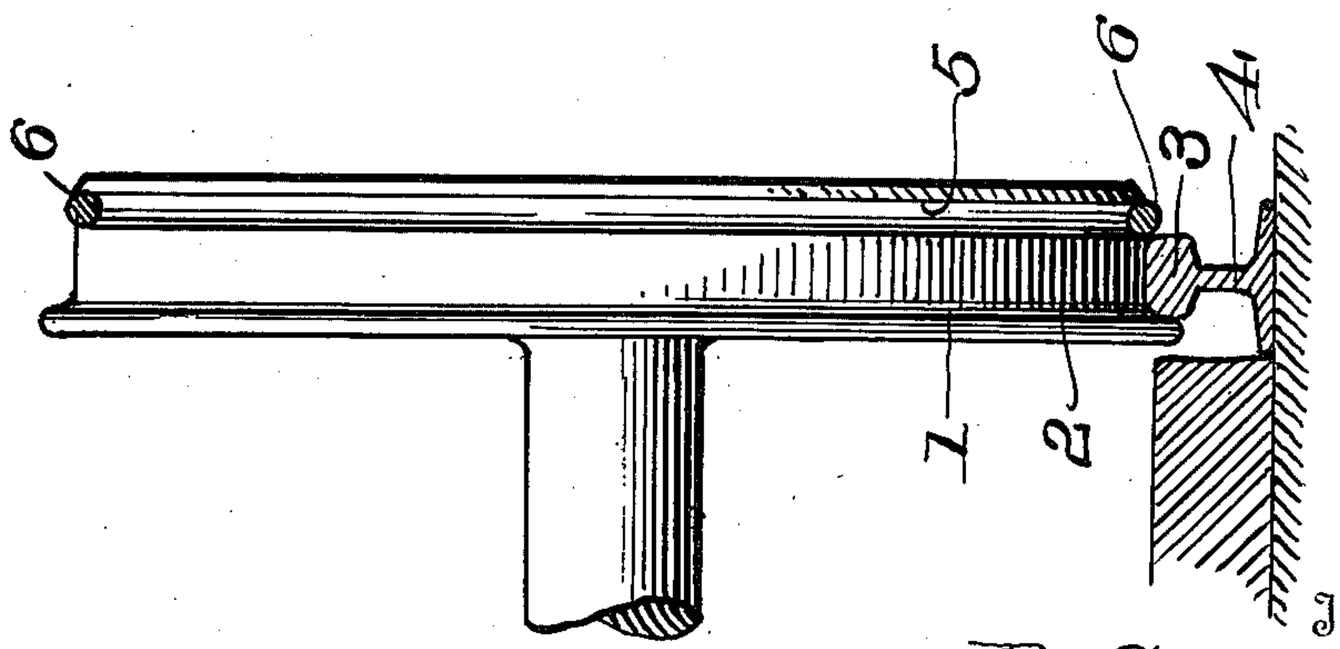


Fig. 1.



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UNITED STATES PATENT OFFICE.

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CAR-WHEEL.

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To all whom it may concern:

Be it known that I, PAUL SEIDEL, subject of the Emperor of Germany, residing at Los Angeles, in the county of Los Angeles and State of California, have invented certain new and useful Improvements in Car-Wheels; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to car wheels such as are used upon street railway cars, elevated railway cars or the like and the primary object of the invention is to provide a wheel of this nature wherein the noise occasioned by the wheel traveling over the rails of the track upon which the car travels will be materially decreased.

Another object of this invention is to provide a flanged car wheel with an annular recess and to seat within said annular recess an elastic band for tightly gripping the periphery of the wheel within the groove for deadening the noise of travel of the wheel.

With the foregoing and other objects in view this invention consists in such novel features of construction, combination and arrangement of parts as will be hereinafter more fully described, illustrated in the accompanying drawings and claimed.

In describing the invention in detail reference will be had to the accompanying drawings wherein like characters designate like or corresponding parts throughout the several views, and in which:—

Figure 1 is an edge view of a wheel constructed in accordance with this invention, and Fig. 2 is a side view of the car wheel.

Referring more particularly to the drawings, 1 designates an ordinary flanged car wheel that is used upon the truck (not shown) of street railway cars (not shown) or like cars. The wheel 1 has the ordinary type of flange 2 formed upon one side thereof which engages one side of the head 3 of the ordinary type of T-rails 4 such as is used in the construction of tracks over which cars or the above mentioned travel. The face or periphery of the wheel 1 is provided with an annular groove 5 formed therein adjacent the outer sides of the wheel so that the inner edge of the recess will be positioned substantially in alinement with the side of the head 3 of the rail opposite to the side which is engaged by the flange 2, as is clearly shown in Fig. 1 of the drawings.

The recess 5 has seated therein an elastic band 6 which firmly grips the periphery of the wheel within the groove and is provided for deadening the noise or sound occasioned by the travel of the wheel over the rails 4. The elastic band 6 is preferably constructed of rubber or similar nonsonorous material, and it being positioned along side the rail 4 will absorb to a certain extent the vibration of the sound waves occasioned by the travel of the wheel over the rail and thus materially eliminate the noise occasioned by the travel of the wheel. The elasticity of the band 6 will hold the same securely seated in the groove 5.

In reducing the invention to practice certain minor features of construction, combination and arrangement of parts may necessitate alterations to which the patentee is entitled provided such alterations are comprehended within the scope of what is claimed.

What is claimed is:—

An ordinary flanged car wheel being provided with a peripheral annular recess formed in the face of the wheel to one side of the portion of the wheel which engages a T rail, and an elastic nonsonorous band seated in said annular recess and held therein by its elasticity for absorbing sound wave vibration for decreasing the noise occasioned by the travel of said wheel, said band extending outwardly of the periphery of said wheel.

In testimony whereof I affix my signature in presence of two witnesses.

PAUL SEIDEL.

Witnesses:

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