

J. C. GARRETSON.  
Improvement in Hubs for Carriage-Wheels.  
No. 126,389. Patented May 7, 1872.

FIG:1.

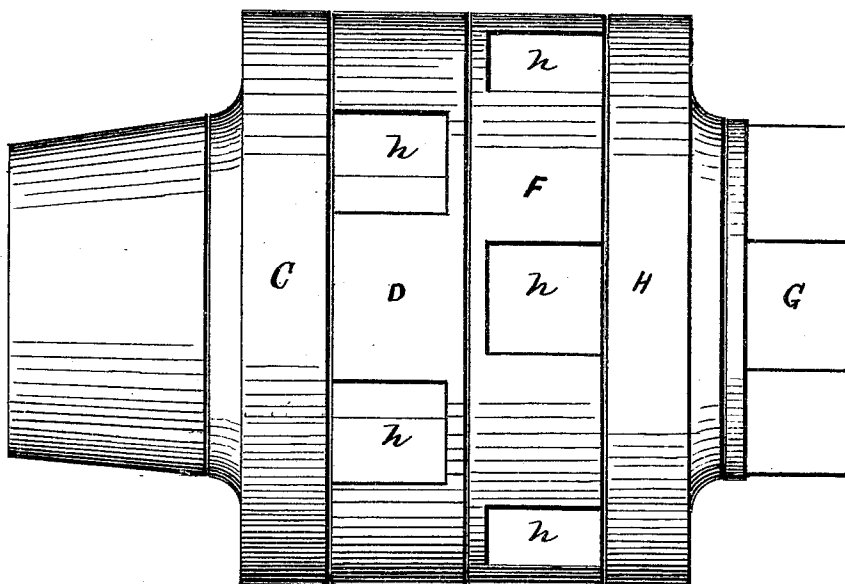
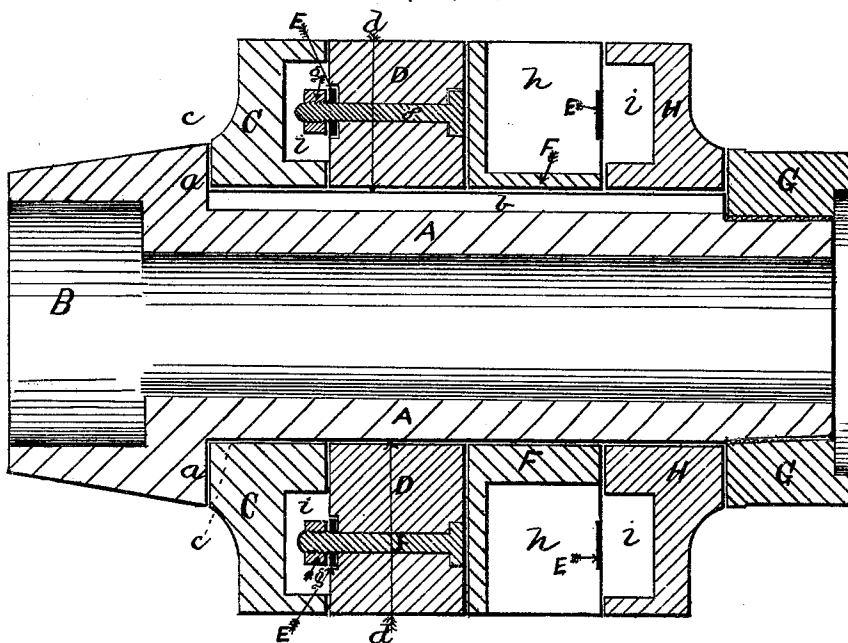


FIG:2.



**WITNESSES**

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## UNITED STATES PATENT OFFICE.

JACOB C. GARRETSON, OF MARSHLAND, NEW YORK.

## IMPROVEMENT IN HUBS FOR CARRIAGE-WHEELS.

Specification forming part of Letters Patent No. 126,389, dated May 7, 1872.

Specification describing certain Improvements in Hubs for Wheels, invented by JACOB C. GARRETSON, of Marshland village, county of Richmond, Staten Island, State of New York.

The object of my invention is to manufacture hubs for wheels, which are so constructed that the spokes inserted in the same can be tightened, if they should shrink or become loose, and placed and replaced in a more convenient and handy manner than heretofore done.

Figure I is a plan view of a wheel axle-box and hub embodying my invention. Fig. II is a longitudinal cut section of the same through line *x x*, Fig. I.

A represents an axle-box, to the end of which, in front of the wheel, a receptacle, B, is formed for the purpose of covering the nut securing the wheel on the axle, at the same time forming a shoulder, *a*. A strip or guide, *b*, runs from this shoulder along the box A. A cap, C, is placed over the axle-box A against the shoulder *a*, and is provided with a groove, *c*, in which the strip or guide *b* is inserted, thereby preventing the cap C from becoming dislocated or twisted. Another cap, D, provided with square receptacles *h h* for receiving the spokes of the wheels, made wider at the bottom, so that the spokes will become dovetailed therein, and which are placed at equal distances apart, is then placed over the axle-box A, and is also prevented from becoming twisted or dislocated by aid of the groove *d* and the strip *b*. A metal ring, E, is

fastened to the cap D with the aid of the bolts and nuts *f* and *g*, inserted between the receptacles *h h*, said ring serving to fasten or hold firmly the dovetailed spokes. In the cap C is a recess, *i*, which serves to receive the ring E and the bolts and nuts *f* and *g*. A third cap, F, in all respects like the cap D, is now placed over the axle-box against cap D; and a fourth cap, H, in all respects like the cap C, also placed over the axle-box against cap F, serving to make the hub complete. A nut, G, placed on the axle-box, threaded for this purpose, can be removed at pleasure, so that access can be had to the interior of the hub, when required, in order to fasten, tighten, or place new spokes therein.

It will be readily understood that the receptacles *h h* can be placed in different positions, as may be found desirable—for instance, by extending them from one cap into the other, or by placing them in different relative positions to each other.

Having thus described my invention, I desire to claim—

The caps C, D, F, and H, with receptacles *h h*, grooves *c c* and *d d*, rings E E, and recesses *i i*, in combination with the axle-box A with the receptacle B, shoulder *a*, strip *b*, and nut G, substantially as and for the purpose hereinbefore set forth.

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Witnesses:

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