

Charles W. Fillmore and Thomas M. Jones

Improv. in Hubs.

No. 122,835.

Patented Jan. 16, 1872.

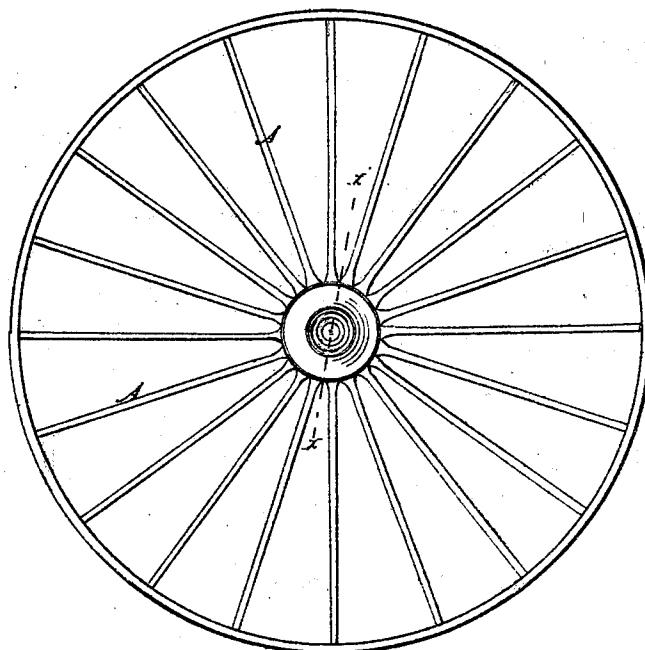


Fig. 1.

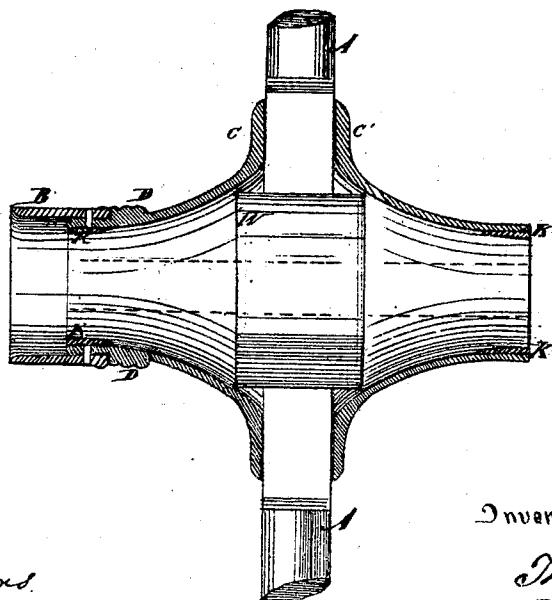


Fig. 2.

Witnesses:

F. F. Warner -
Hans F. Bruns.

Inventors:

Thomas M. Jones
Charles W. Fillmore

UNITED STATES PATENT OFFICE.

THOMAS M. JONES AND CHARLES W. FILLMORE, OF CHICAGO, ILLINOIS.

IMPROVEMENT IN WAGON-HUBS.

Specification forming part of Letters Patent No. 122,835, dated January 16, 1872.

SPECIFICATION.

We, CHARLES W. FILLMORE and THOMAS M. JONES, of Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Wagon-Hubs, of which the following is a specification, reference being had to the accompanying drawing.

Nature and Object of our Invention.

Our invention relates to that class of carriage-wheel hubs that have cylindrical metallic braces incasing the hub; and it consists in the combination of the band B and the metal brace C made separate and joined together, substantially as hereinafter described; and also in making the cylindrical metallic braces C C' extend outward from the spokes just even with the ends of the hub W. This is an improvement on our patent for a carriage-wheel patent No. 108,794, dated November 1, 1870, in this, that by making the band B and brace separate, instead of making them in a single piece, the band can be made of a more expensive metal for ornament; and also in case it gets bruised or becomes worn a new band can be put on in place of the old one without removing or replacing the brace C; and by having the metallic braces C and C' extend out just even with the wood W of the hub keys can be more easily and effectually driven between the outer ends of the wood and the metallic braces to more firmly secure the casing, and also to center the wood within the band and bring the box of the hub true and even in the wheel.

Description of the Drawing.

Figure 1 represents a side elevation of the wheel, and Fig. 2 represents a longitudinal vertical central sectional view of the case and band of the hub taken at the line x x in Fig. 1.

General Description.

We contemplate constructing the hub of the wheel in all respects, except as hereafter specified, like the one described and shown in our

said patent No. 108,794; but our improvement herein claimed may be applied to any wheel with metallic braces inclosing the hub.

In the drawing, A represents the spokes of the wheel; C C' the metallic braces that brace the spokes and incase the hub. B is a metallic band that is made separate, and is fastened to the brace C in any suitable manner, as by a screw or by a rivet, as shown. The case C is made with a shoulder, D, to which the band fits to make a smooth finish, as shown in Fig. 2. It will be seen that the band B may be readily removed and a new one attached. W is the wood part of the hub containing the ordinary boxes, and the metallic braces C C' extend out even with the ends of W, as shown; and before putting on the bands B the wood W is keyed true within the wheel by keys K inserted between the ends of the wood W and the braces C C'.

We are aware that the metallic brace or casing C', incasing the hub on the inside of the wheel has heretofore extended even with the wooden hub; but on the outside it has either extended only partially down on the hub, or it has extended out over the hub, forming the band B as well as the brace C all in one piece. By extending both of them out even, as above described, the hub is entirely protected and the braces are also supported, and the keying and centering of the hub is readily done.

Having described the construction and operation of our improvements, what we claim, and desire to secure by Letters Patent, is—

1. We claim the combination, on a wheel-hub, of the metallic braces C C' and band B, when constructed as and for the purposes described.
2. We claim the combination of the metallic braces C C' and hub W, when both the braces extend outwardly from the spokes just even with the ends of the hubs and are keyed, as and for the purposes specified.

THOMAS M. JONES.
C. W. FILLMORE.

Witnesses:

F. F. WARNEE,
HENRI F. BRUNS.

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