

J. PRIEST.
Improvement in Wagon-Wheels.

No. 127,922. Patented June 11, 1872.

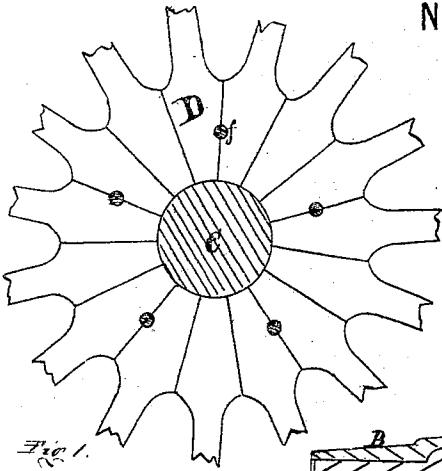


Fig. 1.

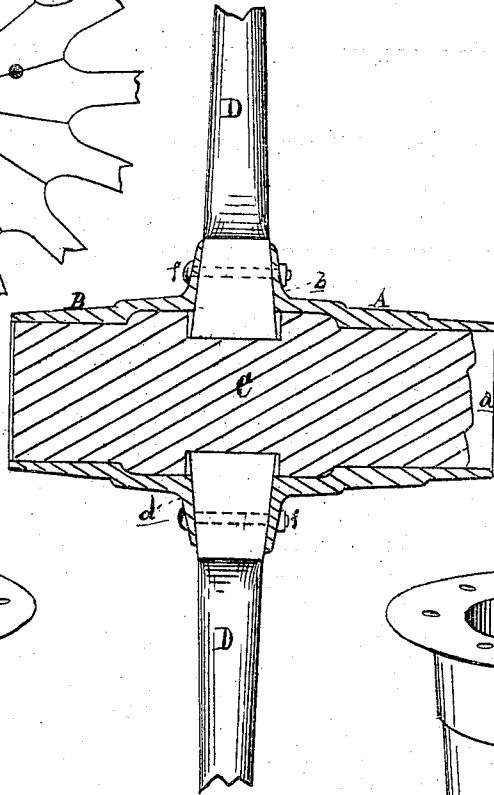


Fig. 2.

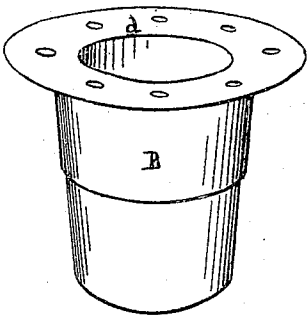


Fig. 3.

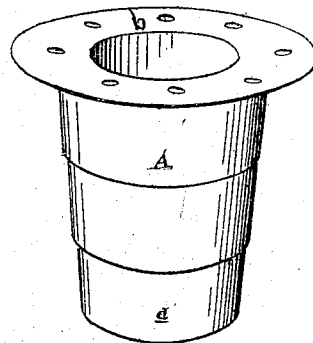


Fig. 4.

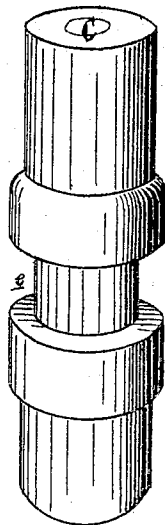


Fig. 5.

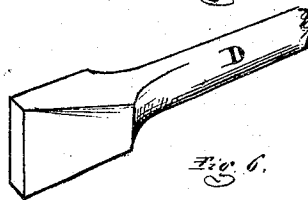


Fig. 6.

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UNITED STATES PATENT OFFICE.

JORAM PRIEST, OF DETROIT, MICHIGAN, ASSIGNOR, BY MESNE ASSIGNMENT, TO HIMSELF, HENRY M. PARK, ISAIAH H. McCOLLUM, AND BERNARD A. LEONARD, OF SAME PLACE.

IMPROVEMENT IN WAGON-WHEELS.

Specification forming part of Letters Patent No. 127,922, dated June 11, 1872.

To whom it may concern:

Be it known that I, JORAM PRIEST, of Detroit, in the county of Wayne and State of Michigan, have invented a new and useful Improvement in Wagon-Wheels; and I do declare that the following is a true and accurate description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon and being a part of this specification, in which—

Figure 1 is an elevation of the central portion of the wheel, with a hub-section removed, and showing the wood filling in section. Fig. 2 is a longitudinal section of the hub and filling. Figs. 3 and 4 are perspective views of the inner and outer hub-sections, respectively. Fig. 5 is a perspective view of the wooden filling of the hub; and Fig. 6 is a perspective view of the spoke.

Like letters indicate like parts in each figure.

The nature of this invention relates to an improvement in the construction of that class of wagon and carriage wheels which have sectional metallic hubs, and more especially with relation to the wheel for which Letters Patent of the United States were granted to me on the 12th day of September, A. D. 1871; and it consists in the peculiar conformation of the inner ends of the spokes, which are without shoulder or tenon, and in the peculiar arrangement with relation thereto of the hub-flanges for securing the spokes in position, when the whole is bolted together.

In the drawing, A represents the cast-metal outer section of the hub, provided with a flange, *b*, at the inner end, which is concave on its face; the other end *a* forming the sand-band, which is frequently used on wooden hubs. B is the

inner section of the hub, cast with a similarly-concave flange, *d*. Both flanges are pierced with bolt-holes *e*. C is the wooden filling, into which may be driven the metallic boxes in which the axles run. Around this filling is turned a recess, *e*, whose width equals the breadth of the spoke-butt. The hub-sections are driven onto the filling until the inner edges of their flanges are nearly coincident with the shoulders of the recess, when the hub is ready to receive the spokes D, whose sides are so shaped as to fill compactly the entire circle between the bottom of the recess in the filling to the peripheries of the flanges, while the edges of the spokes are dovetailed to fill the space between the concave faces of the flanges after they are driven up against them, where they are rigidly held by the bolts *f*, so that no spoke can be withdrawn until these bolts are loosened. The spokes, having no shoulder or tenon at the butt, are obviously stronger than any which has a portion cut away at the place of insertion in the hub, which should be the strongest to resist the stress at that point; besides they are easier and more cheaply made, and more readily replaced when necessary, than a tenon spoke.

What I claim as my invention, and desire to secure by Letters Patent, is—

The combination of the concave-flanged sections A B of the filling C and the spokes D, the several parts being constructed, arranged, secured together, substantially as described and shown.

JORAM PRIEST.

Witnesses:

H. F. EBERTS,
MYRON H. CHURCH.