

R. BROWN & W. ALDRICH.

Improvement in Hubs for Carriage-Wheels.

No. 132,241.

Patented Oct. 15, 1872.

Fig. 1.

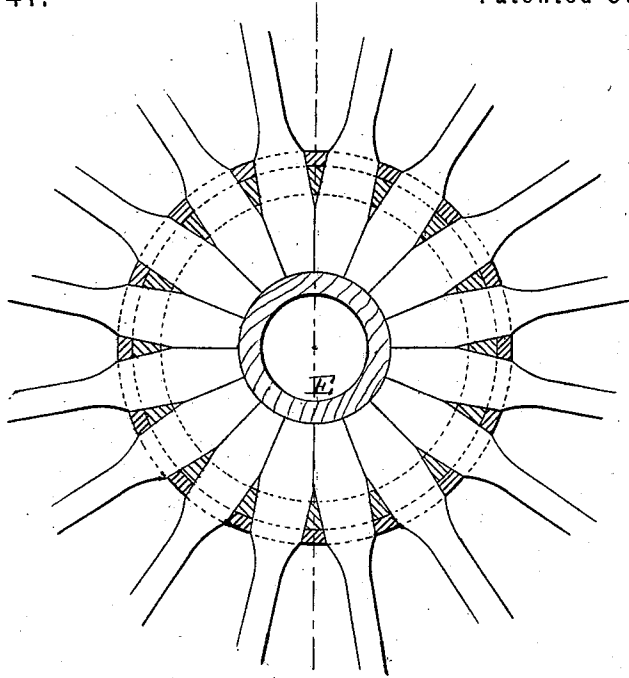
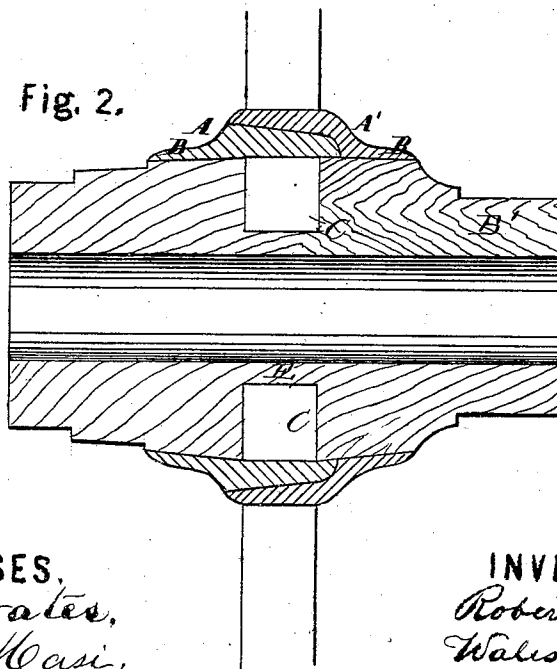


Fig. 2.



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UNITED STATES PATENT OFFICE.

ROBERT BROWN AND WALES ALDRICH, OF DAYTON, OHIO.

IMPROVEMENT IN HUBS FOR CARRIAGE-WHEELS.

Specification forming part of Letters Patent No. 132,241, dated October 15, 1872.

To all whom it may concern:

Be it known that we, ROBT. BROWN and W. ALDRICH, both of Dayton, in the county of Montgomery and State of Ohio, have invented a new and valuable Improvement in Hubs; and we do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawing making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a representation of a vertical section of our invention. Fig. 2 is a vertical longitudinal section of our invention.

This invention has relation to hubs for carriage-wheels; and it consists in the construction and novel arrangement of two correspondingly mortised and respectively male and female hub-bands, substantially as hereinafter described.

Referring to the accompanying drawing, A A' designate the hub-bands, each provided with a wide collar, B, to embrace the middle portion of the hub. These bands are constructed in such manner as to fit one within the other, and where they fit together are tapering or beveled, as shown. Through said bands rectangular mortises are cut or formed. The mortises of both bands are of equal size, and when brought together correspond. The hub B' is of wood, and has an annular groove, C, cut around its middle portion wide enough

to admit the ends of the spokes, which are passed through the band mortises, and of such depth as to leave wood, *e*, around the axle-box to support the hub and form a bearing for the ends of the spokes. The middle portion of the hub is convex or bulging. The bands are put on the wooden hub, the one fitting inside the other; the mortises in the bands and the groove in the hub being nearly even with each other. The spokes are then driven in, the tapered end of each filling a sector-space in the groove, and all the spokes together completely filling the groove. By reason of the tapering form of the bands, when they are put on the convex hub and the spokes driven home said hub is pressed inward and thereby greatly strengthened. It will be observed that these bands require no other fastening than the spokes.

What we claim as our invention, and desire to secure by Letters Patent, is—

1. The male and female hub-bands A A', correspondingly beveled and mortised, substantially as and for the purpose specified.

2. The combination of the male and female mortised bands A A' and the grooved hub B, substantially as described.

In testimony that we claim the above we have hereunto subscribed our names in the presence of two witnesses.

ROBERT BROWN.

WALES ALDRICH.

Witnesses:

SUMNER T. SMITH,

JOHN D. SHEEHAN.