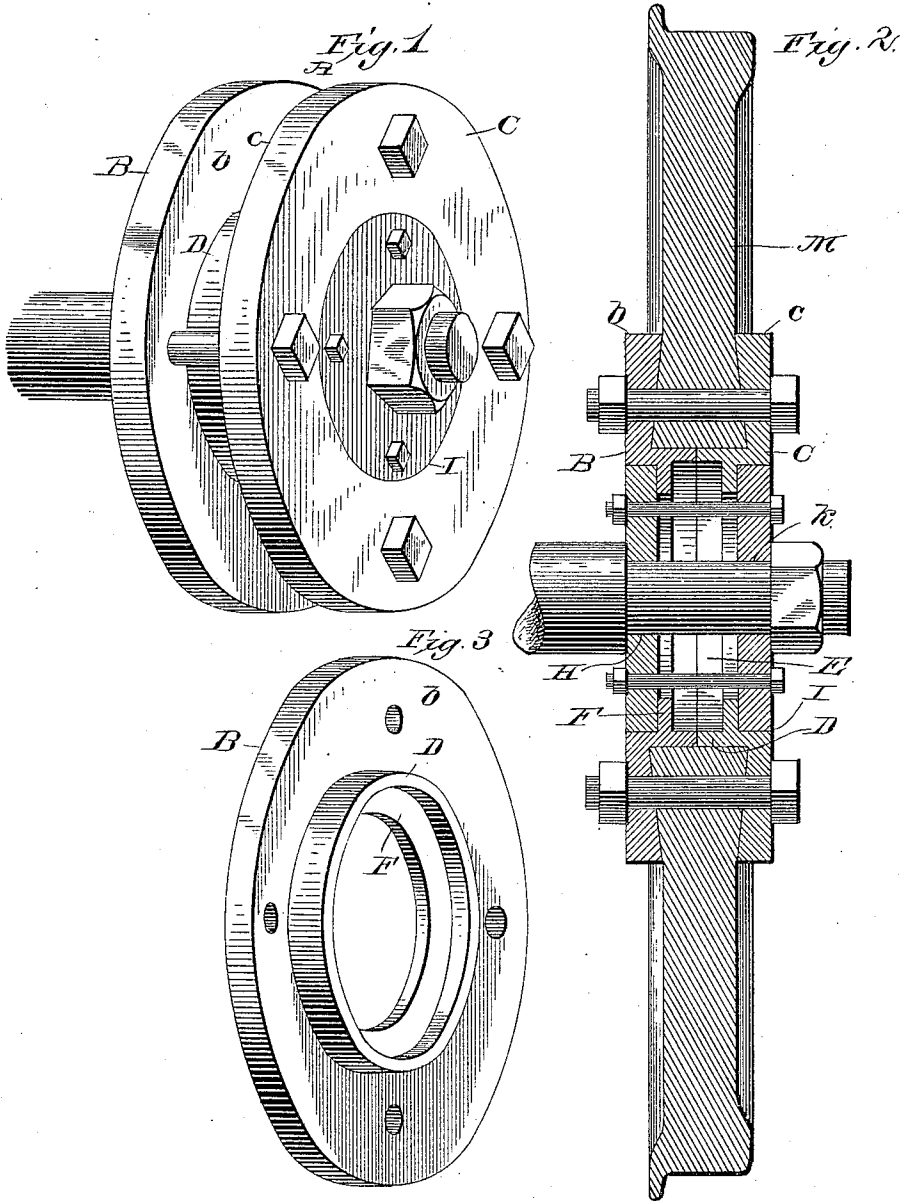


(No Model.)

S. G. HODGES.
WHEEL

No. 467,253.

Patented Jan. 19, 1892.



WITNESSES:
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SCHUYLER G. HODGES, OF PONTIAC, ASSIGNOR TO THE ACME SAFETY
EMERY WHEEL COMPANY, OF DETROIT, MICHIGAN.

WHEEL.

SPECIFICATION forming part of Letters Patent No. 467,253, dated January 19, 1892.

Application filed June 3, 1891. Serial No. 394,906. (No model.)

To all whom it may concern:

Be it known that I, SCHUYLER G. HODGES, a citizen of the United States, residing at Pontiac, in the county of Oakland and State of Michigan, have invented certain new and useful Improvements in 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.

My invention relates to an improvement in wheels; and it consists in the construction and arrangement of the parts hereinafter described, and definitely pointed out in the claims.

The object of my invention is to provide a wheel with an improved form of hub adapted to be utilized without injury and which may be refitted with the web and other auxiliaries when the parts have become useless or damaged. I attain this object by the construction illustrated in the accompanying drawings, wherein like letters of reference indicate like parts in the several views, and in which—

Figure 1 is a perspective view of the hub. Fig. 2 is a central vertical section through the wheel, and Fig. 3 is a perspective view of one of the halves of the hub.

In the drawings, A represents the hub, formed in two like parts B C. These parts are formed on their outer edges with circumferential flanges *b c*, having inclined inner walls inclined downward and outward from the top. Midway the radial length of the hub on the inner faces of the parts B C are formed circular ledges D, of equal length, and provided with even contacting surfaces, constituting a base for a continuous groove E, formed by the flanges. The inner faces of the parts B C have recesses F therein formed by the ledges, so that when the parts are united a chamber is formed in the center of the hub, into which the axle-openings H enter, which latter are formed in the center of the side walls of the hubs. The outer faces of the hub-sections are recessed, as at I, in which suitable disks K are removably fitted, the same being formed with bearing-openings *k*, of a diameter less than that of the openings in the hub, so that the hub is supported by

the disks alone. To retain the disks in the recess and to unite the sections, tie-rods L are passed through the hubs and disks, their outer ends being capped with suitable nuts. These rods are arranged in a circle around the opening in the plate and hub, so as to unite the same equally on all sides. The shaft or axle passes through an opening in the disks and hub and may be provided with any suitable fastening devices, such as nuts, shoulders, &c.

M represents the web of the wheel, formed of any suitable material which can be molded into the circumferential groove formed in the hub. To prevent the outer portions of the hub from spreading and to more securely retain the web between the flanges, a series of rods N are extended through the flanges at intervals, which also extend through the webbing. These rods are capped by suitable nuts or in any suitable manner secured in place. By forming the hub in two like parts it is evident that should the periphery of the wheel or the web become damaged or worn out it is only necessary to remove the bolts and the parts may then be separated, so that the web may be removed and the hub only returned to the factory, where a new web may be applied. When one part of the hub is damaged, the other may still be utilized and the damaged member replaced with a new one, thereby saving one-half the expense.

I am aware that many minor changes in the construction and arrangement of the parts of my device can be made and substituted for those herein shown and described without in the least departing from the nature and principle of my invention.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a wheel, the combination of a hub formed of two like parts having circumferential flanges on their outer edges and ledges below the flanges on their inner faces, a web molded into the space between the flanges onto the ledges, bearings through which the shaft passes, and means for uniting the parts, substantially as described.

2. In a wheel, a hub formed of two like sin-

gle-piece parts having flanges on their outer
edges, ledges on the inner faces of the parts
below the flanges, removable bearing-plates
for the hub, a web molded into the space be-
5 tween the flanges, and tie-rods uniting the
parts, a portion of which passes through the
web, substantially as described.

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

SCHUYLER G. HODGES.

Witnesses:

HERMAN NAGLE,
G. F. D. WILSON.