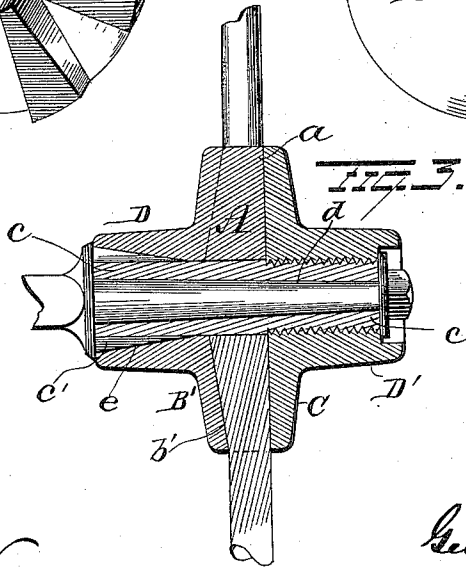
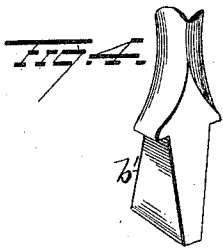
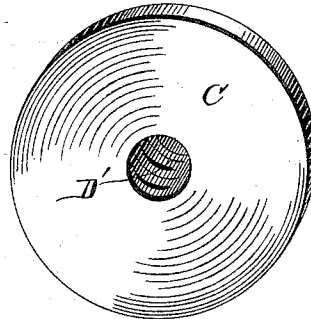
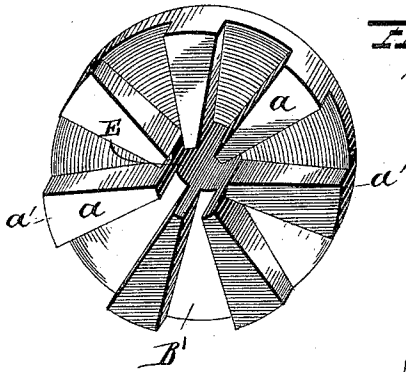
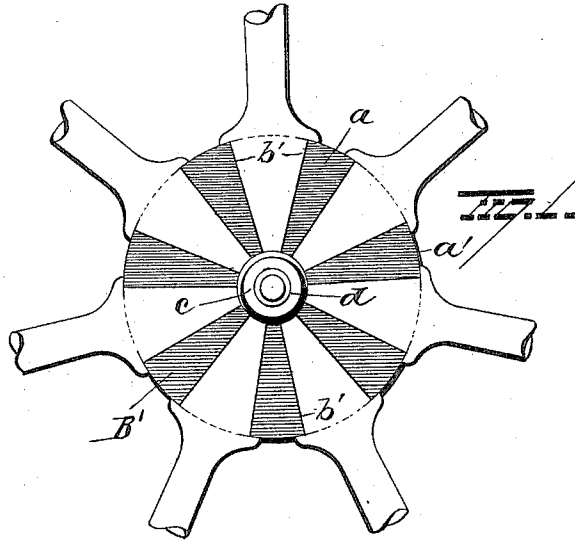


(No Model.)

G. S. ELLIOTT.
VEHICLE HUB.

No. 363,376.

Patented May 24, 1887.



Witnesses
G. A. Whigham
G. Co. F. Downing

Inventor
George S. Elliott

By his Attorney
H. A. Seymour

UNITED STATES PATENT OFFICE.

GEORGE S. ELLIOTT, OF MOBILE, ALABAMA, ASSIGNOR OF ONE-HALF TO WILLIAM H. LEINKAUP AND JOSEPH H. LEINKAUP, BOTH OF SAME PLACE.

VEHICLE-HUB.

SPECIFICATION forming part of Letters Patent No. 363,376, dated May 24, 1887.

Application filed March 5, 1887. Serial No. 229,846. (No model.)

To all whom it may concern:

Be it known that I, GEORGE S. ELLIOTT, of Mobile, in the county of Mobile and State of Alabama, have invented a certain new and useful Improvement in Vehicle-Hubs; 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 vehicle-hubs; and the object of the same is to provide a hub which will hold the spokes when inserted therein securely against displacement.

A further object is to provide a hub composed of sections, one of which is so formed that the spokes when inserted therein are given a dishd position.

A further object is to provide suitable means whereby the sections composing the hub may be locked together.

A further object is to provide an axle-box, which is securely locked in one section of the hub.

With these ends in view my invention consists in certain features of construction and combinations of parts, as will be hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a view of the hub with one section removed. Fig. 2 is a detached view of the parts. Fig. 3 is a sectional view of one section. Fig. 4 is a view of the spoke adapted to be used with the hub.

A represents a hub, made of metal, and composed of two sections, D and D'. The section D is provided with a flange, B', the inner face of which is made dish-shaped, and provided with wedge-shaped radial ribs *a*, their widest portion, *a*, being flush with the periphery of the hub, and preferably formed integral with the face of the hub, although it would answer equally as well to secure them thereto in any well-known or approved manner.

It will be seen that on account of the peculiar conformation of the hub-section D a spoke-tenon beveled on its inner face, as shown at *b'*, and on its adjacent side edges, will conform in shape to the shape of the space between the radial ribs *a*, and be securely locked therein when the section D' is adjusted. The central

portion of the section D has a bore, E, for the reception of the axle-box *c*, which will be hereinafter described, and is further provided with slots *e* diametrically opposite each other for the reception of the wings of the axle-box.

The axle-box *c* consists of a round shell of metal having outwardly-projecting lugs or wings *c'*, adapted to engage the slots of the same length formed in the section D, to prevent the box from rotating independently of the hub. This axle-box *c* is further provided with a threaded end adapted to engage with the screw-threads in the section D'. This section D' is provided with a circular flange, C, the inner face of which is flat, and adapted to bear against the flat side edges of the spoke tenons, and is provided internally with a thread to engage the threaded portion of the box.

Now, when it is desired to form a wheel, the axle-box *c* is inserted in the bore of the section D in such a manner that the outwardly-projecting wings or flanges *c'* will enter the corresponding slots *e*. The spokes are then inserted and the section C screwed on, after which the felly is adjusted and the whole complete with the exception of the tire, which may be adjusted at any time thereafter. Should any of the spokes not be entirely inserted in the groove as soon as the section D' is adjusted and screwed down, the spoke, on account of its shape and that of the groove into which it is inserted, will be forced down until they all have assumed the same relative position. Should any of the spokes work loose, the section D' is given a turn or two and the spokes are forced down and thereby tightened.

It is evident that slight changes might be resorted to in the form and arrangement of the several parts described without departing from the spirit and scope of my invention; hence I do not wish to limit myself to the exact construction herein set forth; but,

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

1. In a hub, the combination, with an axle-box screw-threaded externally at one end and provided with wings at its opposite end, of an inner section having slots for the wings on the box and a circular flange, the latter having an

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undercut or dished outer face and wedge-shaped ribs, the latter having flat outer faces, and an outer section screw-threaded internally to engage the screw-threaded end of the box, and provided on its inner end with a circular flange having a flat face, the latter adapted to rest in contact with the flat faces of the ribs, substantially as set forth.

2. In a vehicle wheel, the combination, with a hub, one section of which is provided with a dish-shaped flange and wedge-shaped ribs,

and another section with a flange having a flat face, of spokes the tenons of which are beveled on three sides, substantially as set forth.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

GEORGE S. ELLIOTT.

Witnesses:

JAMES M. CLOUD,
CHARLES A. DODGE.