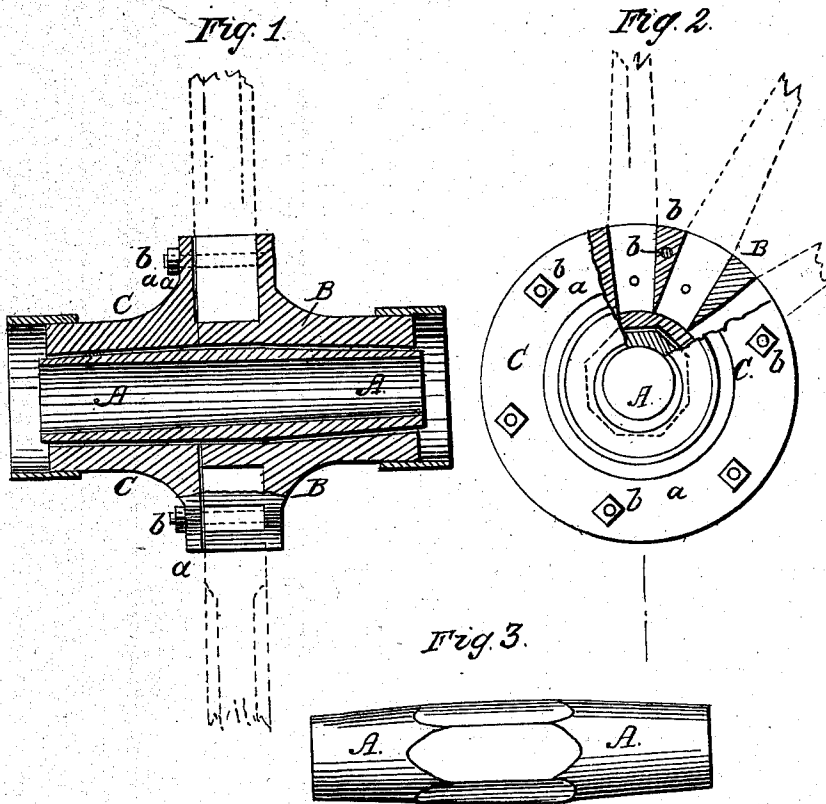


J. D. HAM,
Wheel Hub.

No. 105,674.

Patented July 26, 1870.



Witnesses,
Alex. F. Roberts
D. S. Mabel

Inventor,
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PER *M. M. C.*
Attys

UNITED STATES PATENT OFFICE.

JOHN D. HAM, OF BETHANY, GEORGIA, ASSIGNOR TO HIMSELF, ELI McCROAN, AND W. A. WILKINS, OF SAME PLACE.

IMPROVEMENT IN WAGON-HUBS.

Specification forming part of Letters Patent No. 105,674, dated July 26, 1870.

To all whom it may concern:

Be it known that I, JOHN D. HAM, of Bethany, in the county of Jefferson and State of Georgia, have invented a new and Improved Wagon-Hub; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing, forming part of this specification, in which—

Figure 1 represents a longitudinal section of my improved wagon-hub. Fig. 2 is an end view, partly in section, of the same. Fig. 3 is a side view of the box.

Similar letters of reference indicate corresponding parts.

This invention relates to a new wagon-hub, which is so constructed that it can be set to always hold the rim concentric to the axle, and so that the spokes can be removed and replaced without disturbing the rim.

The invention consists, first, in making the hub of two pieces, so that it can be bodily taken apart, not only to admit a double conical box, but also to allow the laying open of the inner ends of the spokes for facilitating their removal and insertion without disturbing the rim.

The invention also consists in making the box slightly eccentric, and in part polygonal, so that it can be set and locked in any position, to allow the wheel to be hung exactly concentric upon the axle.

A in the drawing represents the box, which is put into the hub. This box is, on its outside, of double conical form, being larger in the middle than it is at its ends. The larger middle portion of the box is polygonal, while the ends are round. The bore of the box is slightly

eccentric to its rounded outer side, as indicated in Figs. 1 and 2.

The hub is divided transversely and made in two parts, B and C, each having a tapering bore to receive one end of the box. The larger part, B, has the sockets for the spokes open on one side, to be closed by a flange, *a*, of the other part, C.

Bolts *b b* serve to lock the two parts B C together. When the same are taken apart the spokes can be taken out of their sockets to be repaired and readily replaced.

The box must be fitted with one end into one part, B, before the other part, C, can be put on. The slight eccentricity of the box permits the wheel to be set on the axle in such manner that the rim is completely concentric. For this purpose the box A is turned in the part B of the hub and locked by its polygonal portion in the desired position.

By being of double-conical form the box cannot be longitudinally displaced, while its polygonal portion prevents it from turning spontaneously in the hub.

The parts of the hub are made of malleable cast-iron or other suitable material.

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

The double conical hub-box A, having its exterior surface polygonal in the middle, rounded outwardly toward each end, and eccentric to the axis of rotation, as and for the purpose specified.

JOHN D. HAM.

Witnesses:

JAMES KENEDY,
JOHN M. KENEDY,
A. J. JOINER.