

No. 860,824.

PATENTED JULY 23, 1907.

B. F. POWELL.

WHEEL HUB.

APPLICATION FILED JULY 2, 1906.

Fig. 1.

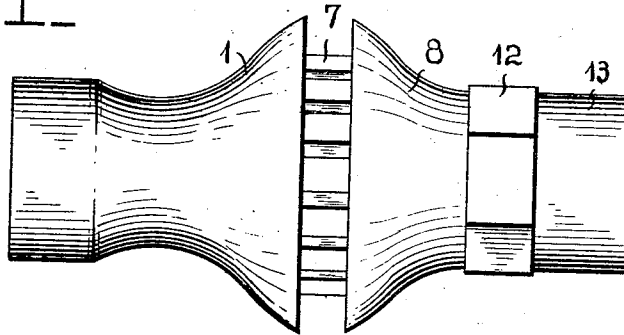


Fig. 2.

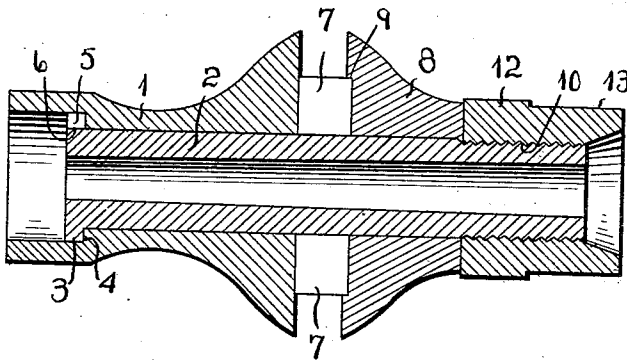


Fig. 3.

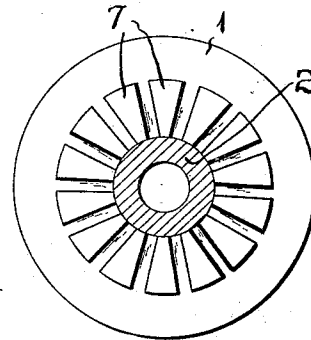


Fig. 4.

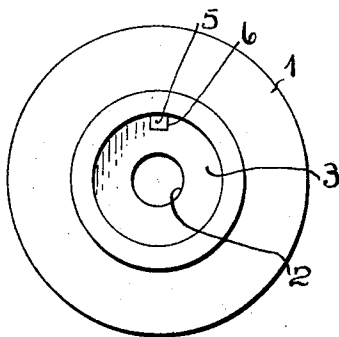
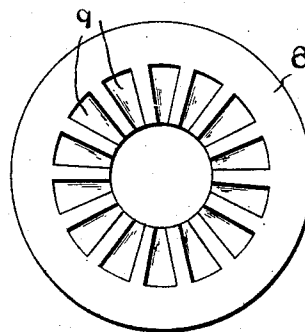


Fig. 5.



Witnesses
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UNITED STATES PATENT OFFICE.

BENJAMIN F. POWELL, OF GOSS, GEORGIA, ASSIGNOR OF ONE-HALF TO JOHN McINTOSH, JR.,
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WHEEL-HUB.

No. 860,824.

Specification of Letters Patent.

Patented July 23, 1907.

Application filed July 2, 1906. Serial No. 324,421.

To all whom it may concern:

Be it known that I, BENJAMIN F. POWELL, a citizen of the United States, residing at Goss, in the county of Elbert and State of Georgia, have invented certain new and useful Improvements in Wheel-Hubs; and I do 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.

This invention relates to improvements in vehicle wheel hubs.

The object of the invention is to provide a hub formed in separable sections, and having means whereby said sections may be quickly and readily disengaged to permit the removal and insertion of one or more spokes without removing the rim or tire from the wheel.

A further object is to provide a device of this character which may be simple, strong and durable in construction, efficient and reliable in operation and well adapted to the purpose for which it is designed.

With the above and other objects in view, the invention consists of certain novel features of construction, combination and arrangement of parts, as will be hereinafter described and claimed.

In the accompanying drawings:—Figure 1 is a side view of a hub constructed in accordance with the invention; Fig. 2 is a central longitudinal sectional view; Fig. 3 is an inner end view of the outer portion of the hub, the box being shown in section; Fig. 4 is an outer end view of the same; and Fig. 5 is an inner end view of the inner portion of the hub.

Referring more particularly to the drawings, 1 denotes the outer section of the hub, which may be of any suitable form or design, said section being mounted upon the outer end of a cylindrical box 2 having on its outer end an annular flange or head 3. Said flange or head 3 is adapted to bear against an annular shoulder 4 formed in the outer end of the section 1 of the hub, as shown. On the shoulder 4 is formed an outwardly-projecting lug or key 5, which is adapted to engage the notch 6 formed in the flange or head 3 of the box, whereby the section 1 will be held against turning on the box. On the inner end face of the section 1 is formed a series of radially-disposed wedge-shaped lugs or projections 7, between which are adapted to be inserted tenons on the inner ends of the spokes.

Arranged on the box 2 in rear of the section 1 is a

clamping section 8, said section being provided on its inner end face with a series of radially-disposed wedge-shaped recesses 9 adapted to receive the ends of the wedge-shaped lugs or projections 7 when said section 8 is in place. The inner end of the box is threaded, as shown at 10, and on said threaded end is adapted to be screwed a clamping nut 12, said nut being screwed into engagement with the outer end or side of the section 8 to hold said section 8 clamped into tight engagement with the lugs or projections 7 and the ends of the spokes between said projections, thus securely holding the spokes in place. The clamping nut 12 is provided with an outwardly-projecting extension 13, which projects beyond the inner end of the box 2 and forms the rear flange of the hub.

A hub constructed as herein shown and described may be readily taken apart or the sections of the same loosened to permit the insertion or removal of the spokes without disturbing the tire or rim of the wheel.

From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention, as defined by the appended claims.

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

A vehicle hub comprising a tubular box having one end screw-threaded, and provided at its other end with a flange having a notch, a pair of hub sections arranged on said box, one of said sections being recessed at its outer end to receive said flange and having a lug to engage the notch for locking said section against rotation on the box, and one of the sections being provided at its inner end with radially arranged projections terminating at their outer edges short of the periphery of said section, the other section being provided in its outer end with sockets shaped to conform to and receive the terminals of said projections, and a clamping nut screwed on to the threaded end of the box and having an extension projected beyond the adjacent end of the latter to form a flange at the inner end of the hub.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

BENJAMIN F. POWELL.

Witnesses:

PAT. PACE,
TOM. SMITH.