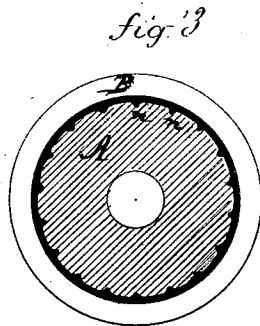
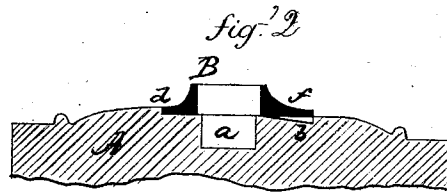
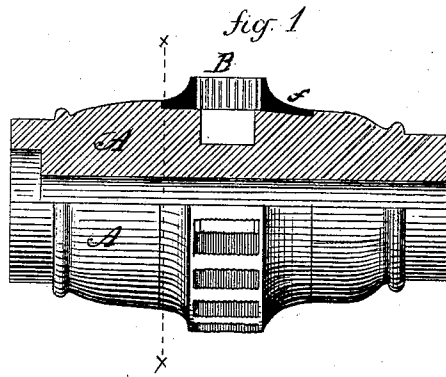


P. JONES.

Improvement in Hubs for Vehicle-Wheels.

No. 128,546.

Patented July 2, 1872.



Witnesses.
J. H. Chumway
A. J. Tibbitts

Phineas Jones
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Wm. E. Earle

UNITED STATES PATENT OFFICE.

PHINEAS JONES, OF NEWARK, NEW JERSEY.

IMPROVEMENT IN HUBS FOR VEHICLE WHEELS.

Specification forming part of Letters Patent No. 128,546, dated July 2, 1872.

To all whom it may concern:

Be it known that I, PHINEAS JONES, of Newark, in the county of Essex and State of New Jersey, have invented a new Improvement in Hub for Carriage-Wheel; and I do hereby declare the following, when taken in connection with the accompanying drawing and the letters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawing constitutes part of this specification and represents, in—

Figure 1 a side and longitudinal sectional view complete; Fig. 2, a partial sectional view, illustrating the manner of attaching the band; Fig. 3, a transverse section on line *xx*, looking toward the band.

This invention relates to an improvement in that class of carriage-wheels in which a wood center and metal band are combined to support the spokes, the object being to secure the band to prevent any tendency to endwise movement, and also that the edges of the band may be flush with the surface of the wood center; and it consists in placing one flange against a shoulder on the hub, and embedding the other flange into a recess in the wood center, by compression or otherwise, as more fully hereinafter described.

A is the wood center, around which, by preference, is formed a channel, *a*. A shoulder, *d*, is formed on the hub in the rear of the said channel, and the diameter of the hub forward is of the same or less diameter, so that the band D may be pressed down over the hub, the rear flange stopping or resting against the said shoulder *d*, and so as to bring the mortises in the said band in the proper relative position over the channel *a*, so that the ends

of the spokes inserted through the band will pass into the said channel. Forward of this channel in the wood center a recess, *b*, is formed, in depth corresponding to the thickness of the flange upon that side, and distant from the shoulder *d* equal to the width of the band. When the band has been set in position on the hub, as seen in Fig. 2, then, by means of suitable dies or other device, the flange *f* is forced down into the said recess *b*, as seen in Fig. 1, thus bringing the flange both front and rear, flush with the surface of the wood, and so as to take a solid bearing against the shoulder front and rear, and positively prevent the longitudinal movement. In order to prevent the turning of the band upon the wood center, projections or ribs *n* may be formed beneath either or both flanges, and be driven into the wood in the process of driving the band, or other means may be employed for this purpose.

While I have represented this band as applied to a wood center having an annular channel to receive the ends of the spokes, it will be evident that the same arrangement or application of the band may be made to mortised hubs; I, therefore, do not confine myself to a channeled hub.

I claim as my invention—

The wood center A and the band B, when the flanges of the said band are set between the shoulders in the front and rear, in the manner substantially as described, to support the said band in its proper relative position.

PHINEAS JONES.

Witnesses:

E. E. BOND,
SAML. W. BOND.