

C. G. GRAY.

Improvement in Hubs for Vehicle Wheels.

No. 128,794.

Patented July 9, 1872.

fig. 1.

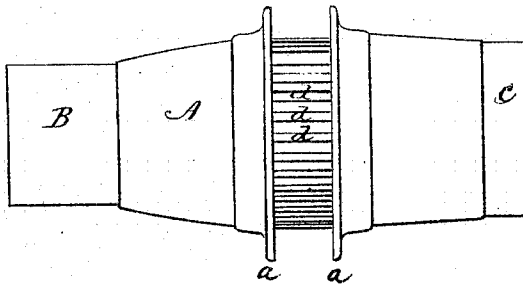


fig 2.

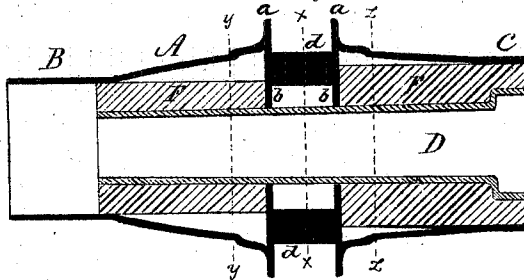


fig. 3.

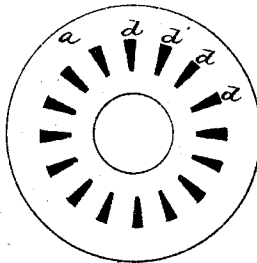


fig. 4.

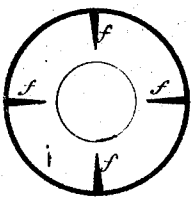
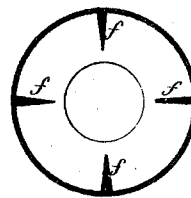


fig. 5.



Witnesses,

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Charles G. Gray
Inventor

By his Atty.:

John P. Fane

UNITED STATES PATENT OFFICE.

CHARLES G. GRAY, OF ANSONIA, CONNECTICUT, ASSIGNOR OF ONE-HALF
HIS RIGHT TO GEORGE O. SCHNELLER, OF SAME PLACE.

IMPROVEMENT IN HUBS FOR VEHICLE-WHEELS.

Specification forming part of Letters Patent No. 128,794, dated July 9, 1872.

To all whom it may concern:

Be it known that I, CHARLES G. GRAY, of Ansonia, in the county of New Haven and State of Connecticut, have invented a new Improvement in Carriage-Hubs; 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 view; Fig. 2, a longitudinal central section; Fig. 3, a transverse section on line *xx*; Fig. 4, a transverse section on line *yy*; and in Fig. 5, a transverse section on line *zz*.

This invention relates to an improvement in metal carriage-hubs, the object being to construct the hub with a metal center to receive the spokes, with a wood filling to sustain the box, and, with the bands, a part of the shell which forms the exterior of the hub; and the invention consists of a metal shell, forming the mortises for the spokes and the bands complete in one and the same piece, combined with a wood filling to sustain the box, all as more fully hereinafter described.

A is a metal shell, forming the exterior of the hub, and with the band C cast in the same piece. At the center two flanges, *a*, are formed around the shell, and between these bars *d* are arranged, as seen in Figs. 1, 2, and 3, between which are the mortises for the spokes, these bars being formed below the edge of the flanges *a*. The shell, band, and bars *d* are all cast in

one and the same piece, and the flanges extend inward, as denoted in Fig. 2, to form a center to receive the box D; thus a chamber is formed between the central or mortised portion and each end. These chambers are constructed with sharp-edged inwardly-projecting flanges *f*, as seen in Figs. 4 and 5, and into these blocks of wood F are driven to fill the space within the hub, or nearly so, and driven onto the sharp-edged flanges. These blocks are, by the said flanges, held firmly in position, and through the center of these blocks the box D is inserted, and secured therein in substantially the usual manner.

The shell of the hub may be made very light, as denoted in Fig. 2, and, combining therewith the bands B and C, all loosening of the bands is avoided; and by the use of the wood filling the box is set in the usual manner; thus I combine all the advantages of a solid metal or a solid wood hub.

I claim as my invention—

The herein-described hub for carriage-wheels, consisting of the shell A, provided at its center with the two flanges *a*, and these connected by bars *d*, to form the mortises to receive the spokes, the internal flanges or ribs *f*, and with the bands B C, all cast in one and the same piece, and filled with the wood blocks F F, in the manner described, to support the box D.

CHARLES G. GRAY.

Witnesses:

GEO. O. SCHNELLER,
SYLVESTER BARTON.