

P. JONES.

Wheels for Vehicles.

No. 137,083.

Patented March 25, 1873.

fig 1

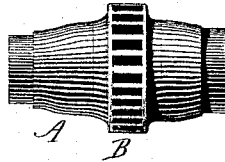
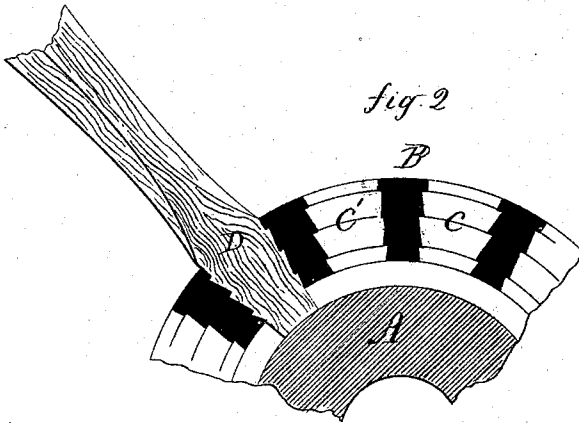


fig 2



WITNESSES

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PHINEAS JONES, OF NEWARK, NEW JERSEY.

IMPROVEMENT IN WHEELS FOR VEHICLES.

Specification forming part of Letters Patent No. 137,082, dated March 25, 1873.

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 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 of the hub; and in Fig. 2, a transverse central section.

This invention relates to an improvement in that class of carriage-hubs which are formed with a wood center and metallic band, but is applicable also to hubs composed entirely of metal, the spokes passing through the said band to the wood center, the object being to secure the spokes in the said band; and the invention consists in forming the mortises through the metal portion of the hub with corrugations or serrations parallel or nearly so with the axis of the hub on the partitions, or concentrically on the ends of the mortises, so that the spoke, when driven into the mortise, will, by its natural expansion, engage the said corrugations, and prevent the loosening or removal of the spoke.

A is the wood center; B, the mortised metallic band; C, the mortises—the partitions between the mortises in Fig. 2 denoted in solid black. In the sides of these mortises I form longitudinal corrugations or serrations, preferably of saw-tooth shape, as seen in the

drawing. This is readily done in the process of casting. The spoke is driven into these mortises in the usual manner—the thickness of the spoke being slightly more than the width of the mortise, the mortise will yield as the spoke is driven, and, when driven, the spoke will expand into the corrugations, as at D, Fig. 2, and there be so firmly held that it will not loosen or be accidentally removed. These corrugations may, if preferred, be formed across the end of the mortise, as denoted at C', Fig. 2, or both upon the sides and ends.

By the term corrugation I wish to be understood as embracing a serrated or toothed surface.

This construction of the mortises is also applicable to hubs which are formed entirely of metal.

I am aware that the spokes of carriage-wheels have been made with tenons of irregular form to interlock in the hub; but this I do not claim, the tenons in my invention being of the usual form.

I claim as my invention—

In a carriage-hub in which the mortises to receive the spokes are formed in a metal band, constructing the said mortises with corrugations parallel to the axis or concentric thereto, to receive a common tenon, which, by expansion, fills the said corrugations, substantially as and for the purpose set forth.

PHINEAS JONES.

Witnesses:

ALEXANDER KING,
JAMES F. BOND.