

G. Hunt.
Axle.

N^o 1223.

Patented Jul. 8. 1837.

Fig. 1.



Fig. 2.

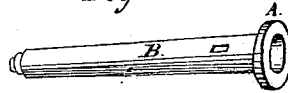


Fig. 3.

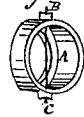


Fig. 4.

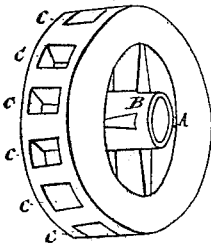


Fig. 5.

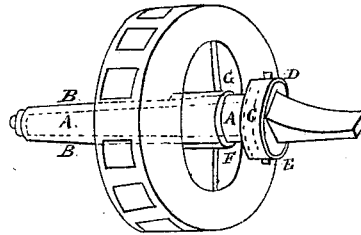


Fig. 8.

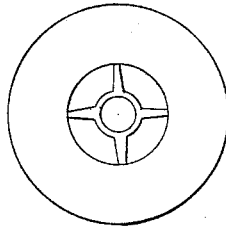


Fig. 6.



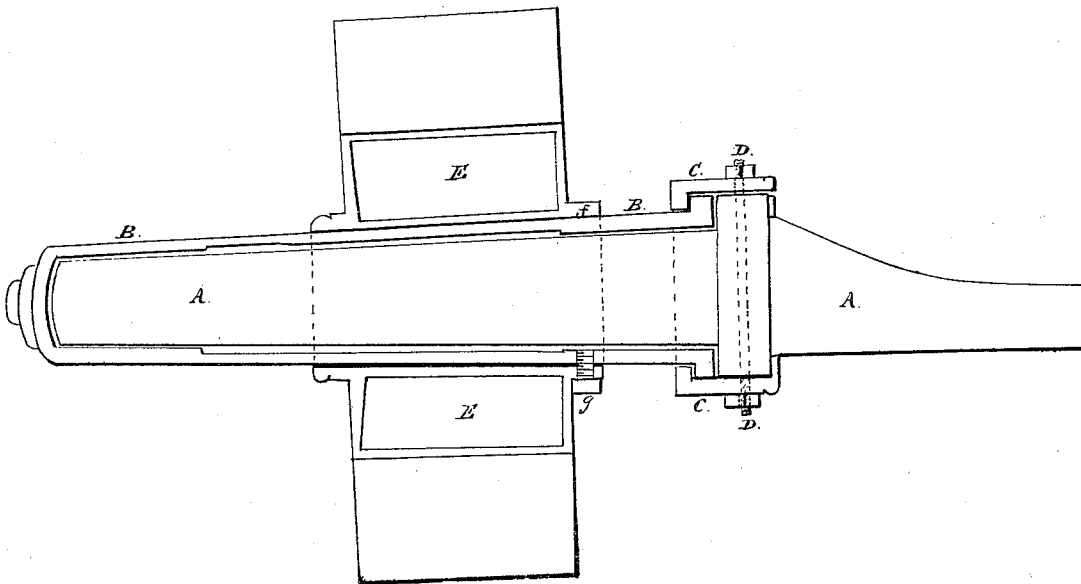
Fig. 7.



Fig. 9.



Fig. 10. section.



UNITED STATES PATENT OFFICE.

GEORGE HUNT, OF PRATTSVILLE, NEW YORK.

MODE OF ATTACHING CARRIAGE-WHEEL HUBS TO THE ARMS OF AXLETREES.

Specification of Letters Patent No. 1,223, dated July 8, 1839.

To all whom it may concern:

Be it known that I, GEORGE HUNT, of Pratts-ville, in the county of Greene and State of New York, have invented a new and Improved Form of Constructing Metal-lic Hubs Adapted to the Use of Coaches, Carriages, and Wagons of Every Descrip-tion; and I do hereby declare that the fol-lowing is a full and exact description.

10 The nature of my invention consists in confining the hub to the axletree by means of a band fastened to the flanch on the axle-tree and embracing the flanch on the pipe-box instead of confining by means of linch-
15 pins, nuts or springs, &c., as heretofore used, and in confining the oil or grease in the box and excluding the dust, mud or gravel from entering and increasing the friction. The object of the open spaces is to make the rim
20 of the hub for light wagons and carriages large enough to receive the tenons of the spokes the full size of the spoke and that in heavy wagons the ends of the spokes may go far enough through the rim to be keyed on
25 the inside.

To enable others skilled in the art to make and use my invention I will proceed to de-scribe its construction as follows:

Figure 1 represents an iron axletree after
30 the usual form; A, the post to which the pipe-box is fitted and on which it turns; B, the shoulder represented by Fig. 9 in the annexed drawing; C, the hole through which the bolt B, Fig. 3, passes, fastening
35 the cap or band to the shoulder.

Fig. 2 represents the pipe-box; A, the shoulder running against the shoulder B, Fig. 1; B, a small nut or projection enter-ing the slit A in the hub, Fig. 4, to prevent
40 the hub from turning on the pipe-box.

Fig. 3 represents the cap or band which receives the flanch of the pipe-box and the bolts to the axletree; A, the rim resting against shoulder A, Fig. 2, and confining
45 the pipe-box to its place on the axletree; B, the bolt which fastens the cap to the axle-tree by passing through the cap and through the axletree at C, Fig. 1, and fastened by the nut screwed on at C, Fig. 3.

Fig. 4 gives a view of the hub; A, the slit fitting on the nut B, Fig. 2; B, a screw op-posite the slit A passing through the hub
50 and pipe-box to confine them more securely together. This screw can be withdrawn at any time and oil poured through the hole
55 into the pipe-box, thus obviating the neces-

sity of taking off the wheel for the purpose of oiling or greasing; C, C, C, mortises for receiving the spokes.

Fig. 5 represents the parts connected to-
60 gether the interior parts shown by dotted lines; A A, the axletree; B B, the pipe-box; C, the cap or band; D, the head of the bolt fastening the cap to the axletree; E, the nut holding the bolt; F, slit and nut holding the
65 hub to the pipe-box and causing the box to turn with the hub; G, the screw for the same purpose; Fig. 6, the above mentioned screw-enlarged. This screw may have a square head, so as to be turned by a wrench,
70 or a hole through the head to be turned by a pin or bolt, or both if desired.

Fig. 7 represents a cotril or washer to go between the shoulders of the pipe-box and axletree and between the rim of the cap and
75 shoulder of the pipe-box to prevent the wearing of those parts.

Fig. 8 is a side view of the hub, showing the manner in which the arms and rim are
80 formed.

Fig. 9 represents the shoulder B, Fig. 1. This shoulder may be made of cast iron with a square eye, as Fig. 9, to slip on the square part of the wrought iron axletree, and the
85 bolt B, Fig. 3, passing through it and the axletree holds them together.

Fig. 10 is a longitudinal section enlarged showing the several parts connected; A A, the axletree; B B, a section of the pipe-box divided longitudinally; C, C, a section of
90 the cap which confines the pipe-box to the axle-tree; D, D, the bolt which confines the cap to the axletree. The passage of the bolt through the axletree is shown by the dotted lines; E, E, the hub; F, the nut on the pipe-
95 box entering a slit in the hub, causing the hub and pipe-box to revolve together; G, a screw passing through the hub and pipe-box for the same purpose, as also by with-drawing the screw to have an opening to
100 introduce oil or grease to the axle.

What I claim as my invention is—

The mode of securing the pipe-box of the hub on the arm of the axletree by means of the band attached to the flanch of the axle-
105 tree and embracing the flanch on the pipe-box, as herein described.

GEORGE HUNT.

Subscribed in presence of—

SIMON J. VROOMAN,
F. A. FENN.