O. C. MASON.

Hub-Attaching Device.

No. 216,524. Patented June 17, 1879.

Fig. 1.

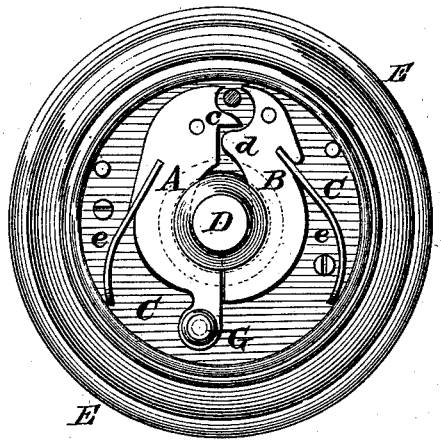


Fig. 2.

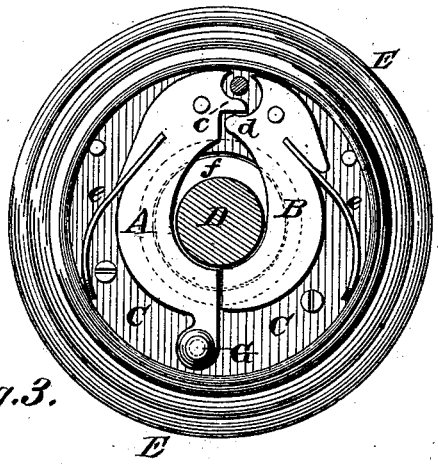


Fig. 3.

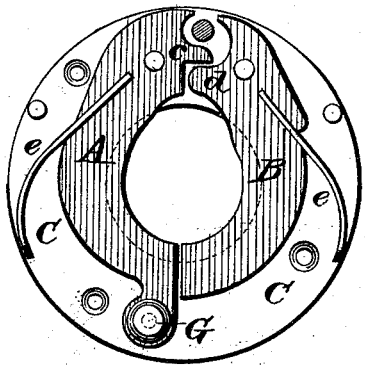
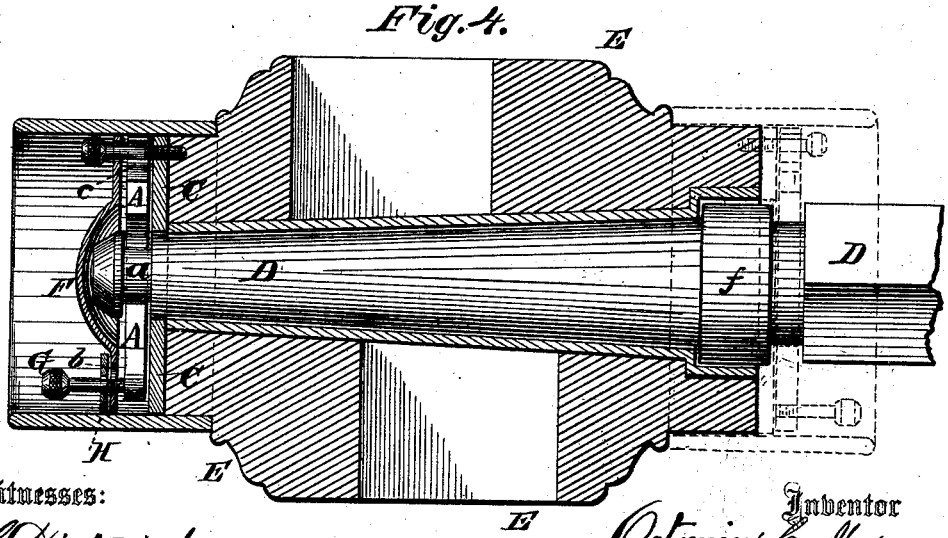


Fig. 4.



Witnesses:

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UNITED STATES PATENT OFFICE.

OCTAVIUS C. MASON, OF STERLING, ILLINOIS.

IMPROVEMENT IN HUB-ATTACHING DEVICES.

Specification forming part of Letters Patent No. **216,524**, dated June 17, 1879; appliction filed May 6, 1879.

To all whom it may concern:

Be it known that I, OCTAVIUS C. MASON, of the city of Sterling, in the county of Whiteside and State of Illinois, have invented certain new and useful Improvements in Hub Attachments; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

My invention relates to hub attachments; and consists, essentially, in an improved method of fastening the hub to the spindle.

Figure 1 is an outward end view of my invention with the outer cap removed. Fig. 2 is the same on the inner face of the hub. Fig. 3 is an enlarged detached view of the keys A and B, attached to the circular plate C. Fig. 4 shows the spindle D, having the annular groove *a* therein, showing hub, &c., in section.

E is an ordinary vehicle-hub, to the outer end of which is attached the plate C, having in its center a hole sufficiently large to permit the passage of the end of the spindle D. On the outer side of the plate C are pivoted the keys A and B, as shown, having a portion of their inner sides fitted to conform to the groove *a* in the spindle D.

F is a circular cap, fitted to close the end of the hub and exclude the dirt from the spindle. The knob G, having a threaded shank, passes from the outside through a slot, *b*, in the cap F, and is screwed into the loose end of the key A, and by moving such knob in the slot *b* the key A is drawn from the spindle.

On the inner face of the key A, and near its pivoted point, is formed the spur *c*, which is fitted to engage a rounded projection, *d*, on the inner face of the key, B, so that by moving the key A outwardly the spur *c*, acting on the projection *d*, throws the key B in the opposite direction and releases the spindle for the removal of the wheel. In the outside of the key B is inserted the spring-blade *e*, one end of which rests against the inside of the hub-band.

The peculiarity of the inter-attachment of the keys A and B is such that, while the movement of the key A releases also the key B when the latter is held against the spindle, it holds also the key A in the same position.

In the drawings, I have also shown a similar spring behind the key A; but such latter spring is merely supplementary and precautionary. The end of the spindle D is beveled, so as to be readily pushed from the inside between the keys A and B until the groove *a* is opposite the latter, when the keys automatically close into such groove, and thus hold the hub in place.

While the point of attachment is shown to be at the end of the spindle D, my invention is equally applicable to, and indeed can be most advantageously used at, the inner end of the hub, as shown at Fig. 2. All iron and steel axles are made with the shoulder *f*, as shown, near the inner end of the axle.

By placing the plate C with the keys A and B inward on the inner end of the hub E, such keys can be fitted to engage the spindle D on the inner face of the shoulder *f*, and thus my invention can be readily placed on ordinary vehicles without the trouble or expense of changing the construction of the spindle.

H is a movable collar on the shank of the knob G, fitted to close the slot *b* to exclude dirt.

The advantages of a hub having closed ends are well known in the art, and I do not claim the same broadly; but

What I claim as my invention, and desire to secure by Letters Patent, is—

1. As an attachment to the hub E, the plate C, having the keys A and B interfitted, as shown, so that the key A actuates the key B, and the latter when at rest holds the former in position, substantially as and for the purpose mentioned.

2. In a hub-attaching device, the key A, having the spur *c*, and the key B, having the projection *d*, when so relatively located as that the former may actuate the latter, and the latter engage and hold the former, substantially as shown, and for the purpose specified.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

OCTAVIUS C. MASON.

Witnesses:

H. C. WARD,

ISAAC MORGARIDGE.