

(Model.)

D. MAY.
VEHICLE HUB.

No. 266,175.

Patented Oct. 17, 1882.

Fig. 1.

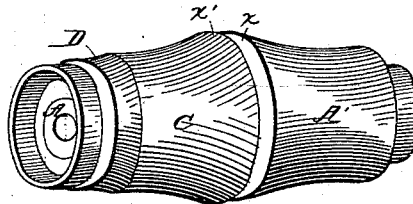


Fig. 2.

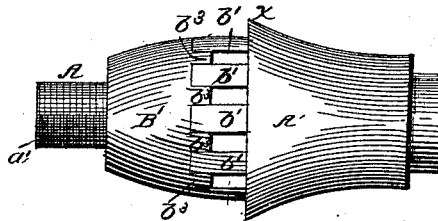


Fig. 3.

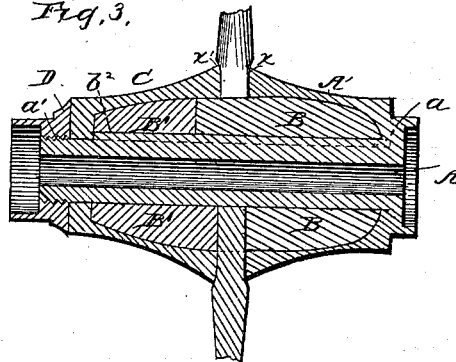
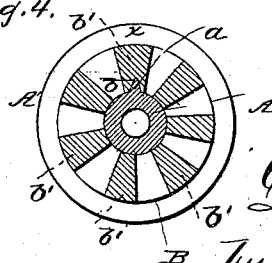


Fig. 4.



WITNESSES:

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DANIEL MAY, OF WASHINGTON, NORTH CAROLINA.

VEHICLE-HUB.

SPECIFICATION forming part of Letters Patent No. 266,175, dated October 17, 1882.

Application filed July 15, 1882. (Model.)

To all whom it may concern:

Be it known that I, DANIEL MAY, of Washington, in the county of Beaufort and State of North Carolina, have invented certain new and useful Improvements in Hubs for Vehicles; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to hubs for vehicles and the like; and the novelty consists in the construction, arrangement, and adaptation of parts, as will be more fully hereinafter set forth, and specifically pointed out in the claim.

The object of the invention is to provide a hub, partly made of wood and partly of iron, which shall combine the advantages of a wooden hub and an iron hub and avoid the faults of either, the wooden portion of my device being protected from exposure to the weather; and the invention consists essentially in the mechanism set forth in the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a perspective view; Fig. 2, a side view with the detachable clamping portion removed. Fig. 3 is an axial section of the hub with the spokes in place, and Fig. 4 a transverse section of the same.

The invention is designed as an improvement upon the hub patented to me May 18, 1880, and numbered 227,806, the features of improvement and novelty being readily understood in the light of the accompanying drawings.

Referring to the annexed drawings, in which similar letters of reference indicate like parts in all the figures, A represents the axle-box, having cast in one therewith the cap A', and having fixed keys *a* and threaded end *a'*. Fitting snugly over the box A and partly within the cap A' is the portion B of the wooden hub having recess *b* to receive the key *a* and longitudinal webs *b'*, which form the spoke-sockets.

B' represents the other section of said hub, having recess *b*² and webs *b*³, the latter so arranged that when the portion B' is in place they operate snugly in the spoke-pockets, or,

in other words, between the webs *b'* of the portion B to bear firmly against the spoke-tenons.

C represents an annular plate, which operates closely over the box A and portion B' of the hub as it is forced by the nut D, which is screwed upon the threaded portion *a'* of the box. The inner edges of both the cap A' and cap C form radial flanges *x x'*, which bear against the spokes when in place. The wooden portions of the hub, (the parts B B',) which are inclosed by the caps A' C, and thus protected from weather, are made in two parts, so as to be readily taken apart, in case of a broken spoke, to adjust a new one without removing the rim or tire, and to allow tightening of the spokes readily whenever required. The caps A' C, having flanges *x x'*, are important in their functions of clamping the spokes without unsightly and inconvenient flanges, as ordinarily used, the depth being sufficient in relation to the hub B B' to clamp and hold the spokes firmly.

I place importance in this improvement upon the cap A', and box A, having lugs *a* and threads *a'*, upon the peculiar hub formed in two pieces of wood and protected by the caps A' C, and upon these features when combined as and for the purposes described.

Having thus fully described the invention, what I claim, and desire to secure by Letters Patent of the United States, is—

The combination, with the axle-box having a permanent and an adjustable cap, and provided with a longitudinal key or feather, of the wooden semi-hubs having registering flanges and pockets, said semi-hubs being inclosed by and clamped between the caps upon the axle-box, so as to clamp and hold the spokes, which are also clamped and supported by the flanges *x x'* of the metallic caps, as set forth.

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

DANIEL MAY.

Witnesses:

GEORGE ARTHUR PHILLIPS,
SAMUEL SELBY JONES.