

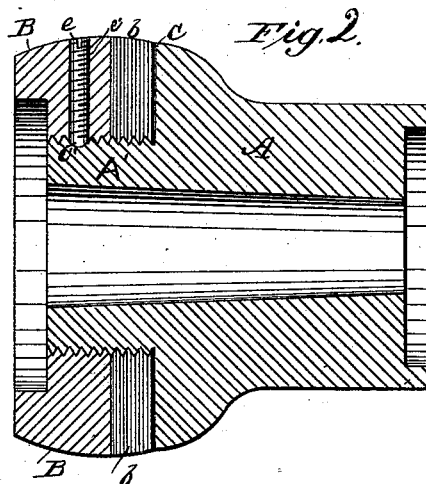
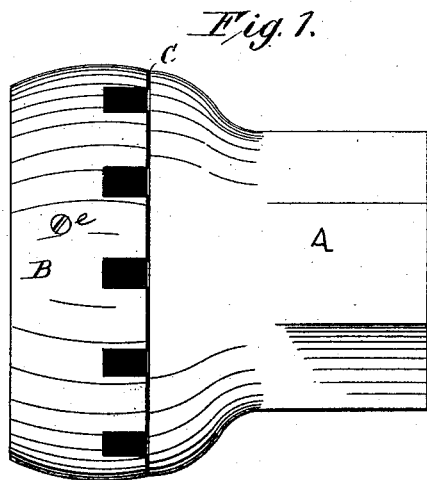
(No Model.)

W. J. MILLER.

WHEEL HUB.

No. 345,716.

Patented July 20, 1886.



WITNESSES:

W. W. Hollingsworth
W. R. Stevens

INVENTOR:

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UNITED STATES PATENT OFFICE.

WILLIAM J. MILLER, OF COLORADO, TEXAS.

WHEEL-HUB.

SPECIFICATION forming part of Letters Patent No. 345,716, dated July 20, 1886.

Application filed November 28, 1883. Serial No. 113,059. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM J. MILLER, a citizen of the United States, residing at Colorado, in the county of Mitchell and State of Texas, have invented a new and useful Improvement in Hubs, of which the following is a specification.

My invention relates to wheel-hubs, and its objects are, first, to permit removal or renewal of the spokes without displacing the tire; second, to insure synchronous motion of the axle-box and the hub; and, third, to attain these ends with simplicity of structure. I accomplish these purposes by the device illustrated in the accompanying drawings, in which—

Figure 1 is an elevation of a hub constructed according to the principles of my invention, and Fig. 2 is a longitudinal section thereof.

Similar designations indicate corresponding parts in the views.

The box A has three different diameters—those at either end and the central. The inner diameter increases until attaining its maximum in the formation of the boss or shoulder C, which constitutes a fourth inclosing-wall to receive and sustain the spokes, the other three being formed in the hub B. From the base of the abutment or shoulder C to the outer end the box A is threaded on the outer surface to engage the inwardly-threaded face of the hub B. The two parts are screwed into each other until they inclose the spokes. Then

a hole, *e'*, in the hub will register with a slight recess, *e''*, in the box, so that the screw *e*, when inserted therein, will unify the motions of these parts, and thus prevent wear.

It will be understood that by unscrewing the box A from the hub B, any spoke can be removed or replaced without necessitating displacement of the tire, and that this end is secured by the use of two parts only, constructed as shown and described.

I am aware that heretofore the same object has been accomplished by the use of a more complex structure involving a greater number of parts. Hence—

What I claim, and desire to secure by Letters Patent of the United States, is—

In hubs for vehicles, the box A, having an enlarged outer diameter tapering inwardly to form a shoulder, C, that constitutes one of the inclosing-walls to retain the spokes in position, and provided with a threaded portion, A', starting outwardly from the base of the shoulder C, having a recess, *e''*, therein, in combination with the hub B, having the three sides of a mortise equidistantly on the circumference, also being provided with a threaded perforation, *e'*, and the screw *e*, whereby the parts are united, substantially as and for the purpose set forth.

WILLIAM J. MILLER.

Witnesses:

J. T. HARNESS,
WM. M. DUNN.