(No Model.)

E. T. WADE.

VEHICLE HUB.

No. 423,360. Patented Mar. 11, 1890.

Fig 1

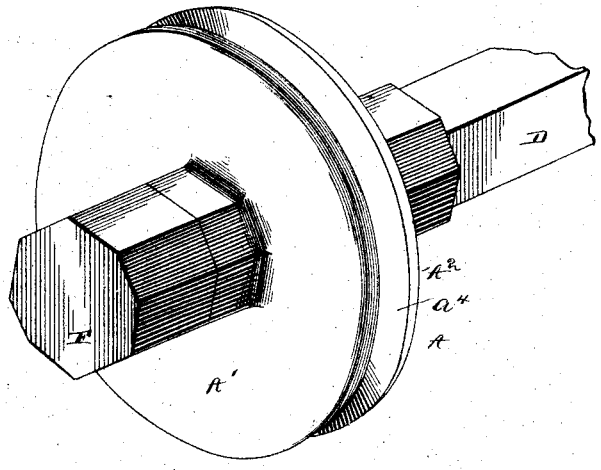


Fig 2

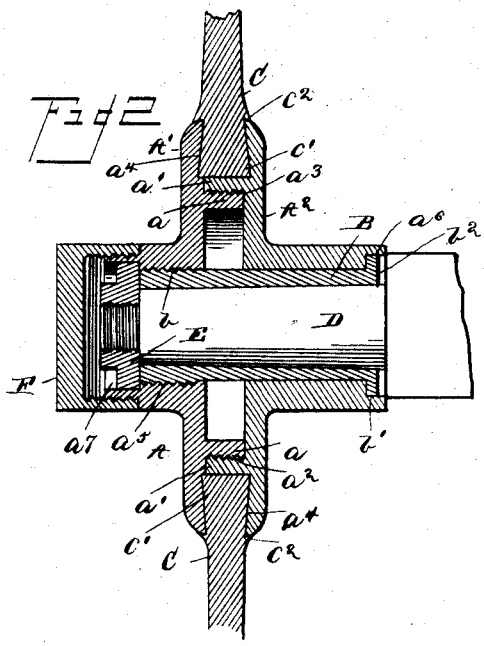
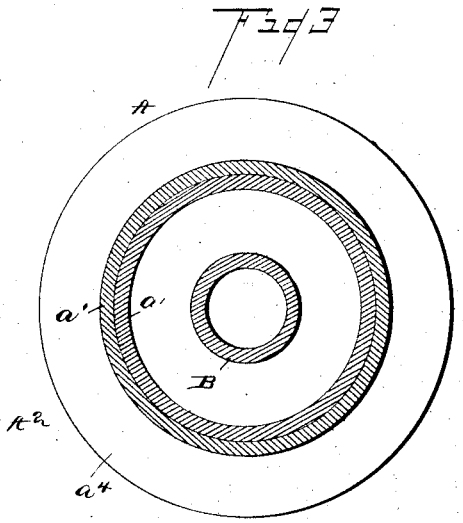


Fig 3



Witnesses

John Smirie

H. J. Riley

Inventor

Edwin T. Wade

By his Attorneys,

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UNITED STATES PATENT OFFICE.

EDWIN T. WADE, OF WESSON, ASSIGNOR OF ONE-THIRD TO JEFFERSON D. TYNES, OF BROOKHAVEN, MISSISSIPPI.

VEHICLE-HUB.

SPECIFICATION forming part of Letters Patent No. 423,360, dated March 11, 1890.

Application filed July 17, 1889. Serial No. 317,831. (No model.)

To all whom it may concern:

Be it known that I, EDWIN T. WADE, a citizen of the United States, residing at Wesson, in the county of Copiah and State of Mississippi, have invented a new and useful Hub, of which the following is a specification.

The invention relates to improvements in hubs.

The object of the present invention is to provide a hub of simple and inexpensive construction adapted to be readily taken apart for the removal of a broken spoke and the insertion of a new one, and capable of having its parts readily replaced when they become worn or broken.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a perspective view of a hub constructed in accordance with the invention. Fig. 2 is a longitudinal sectional view. Fig. 3 is a transverse sectional view.

Referring to the accompanying drawings, A designates a hub composed of sections A′ and A^2, through which passes an axle-box B, and between which are clamped the spokes C. The sections A′ and A^2 are provided with the concentric flanges a and a', which engage each other and hold the sections A′ and A^2 together. The flange a projecting from the section A′ is smaller than the flange a', and is provided with external threads a^2, which engage internal threads a^3 of the flange a'. The opposing faces a^4 of the sections have between their peripheries and the concentric flanges a and a' inward-inclined sides, which form, when the sections are put together, a recess that is adapted to receive the spokes C, which have their greatest width at the butts c' and taper toward the shoulders c^2, thereby conforming to the configuration of the recess and being securely retained therein.

The interior a^5 of the section A′ is threaded and adapted for the reception of the threaded end b of the axle-box B, which also assists in securing the two sections A and A^2 together. The other end of the axle-box B is provided with a flange b', which engages an annular recess a^6 of the section A^2, and has a transverse groove b^2 to receive a screw-driver to turn the axle-box B in place. The threads a^2 and a^3 of the hub proper are designed to be right hand while those of the axle-box are left hand, whereby the sections will be securely held together and prevented from accidentally separating.

The hub A may be either straight or have a slight dish, and is secured to an axle D by a nut E, which lies within the outer end a^7 of the hub A, and the said outer end a^6 is externally threaded and provided with a cap F, which prevents the access of dust and dirt to the axle and escape of grease, which is a great advantage.

From the foregoing description and the accompanying drawings it will be seen that the hub may readily be taken apart for the removal and insertion of spokes and for replacing the axle-box when it has become worn.

What I claim is—

1. A hub composed of the section A′, having the threaded interior a^5 and the externally-threaded flange a, the section A^2, provided with the internally-threaded flange a', adapted to engage the flange a, and the axle-box engaging the threaded interior of the section A, substantially as described.

2. A hub composed of the section A′, having the threaded interior a^5 and the flange a, the section A^2, provided with the annular recess a^6 and the flange a', and the axle-box having one end engaging the threaded interior a^5 of the section A′, and the other end provided with a flange b', fitting in the annular recess of the section A^2, substantially as described.

3. A hub comprising the section A′, having the threaded interior a^5 and the externally-threaded flange a, the section A^2, provided with interiorly-threaded flange a', and the axle-box having the threaded end engaging the threaded interior a^5, the threads of the axle-box and interior a^5 and those of the flanges a and a' being in opposite directions, substantially as described.

4. A hub having its outer end threaded

and provided with the cap F and comprising the sections A′ and A², provided with the concentric flanges, and the axle-box engaging said sections, substantially as described.

5. A hub comprising the sections A′ and A², having on their adjacent inner faces the concentric flanges *a* and *a′*, both being threaded and adapted to screw together and being arranged within a short distance from the periphery of the sections, the edges of each flange abutting against the face of the adjacent section, substantially as described.

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

EDWIN T. WADE.

Witnesses:
M. M. WEST,
JOE BROWN.