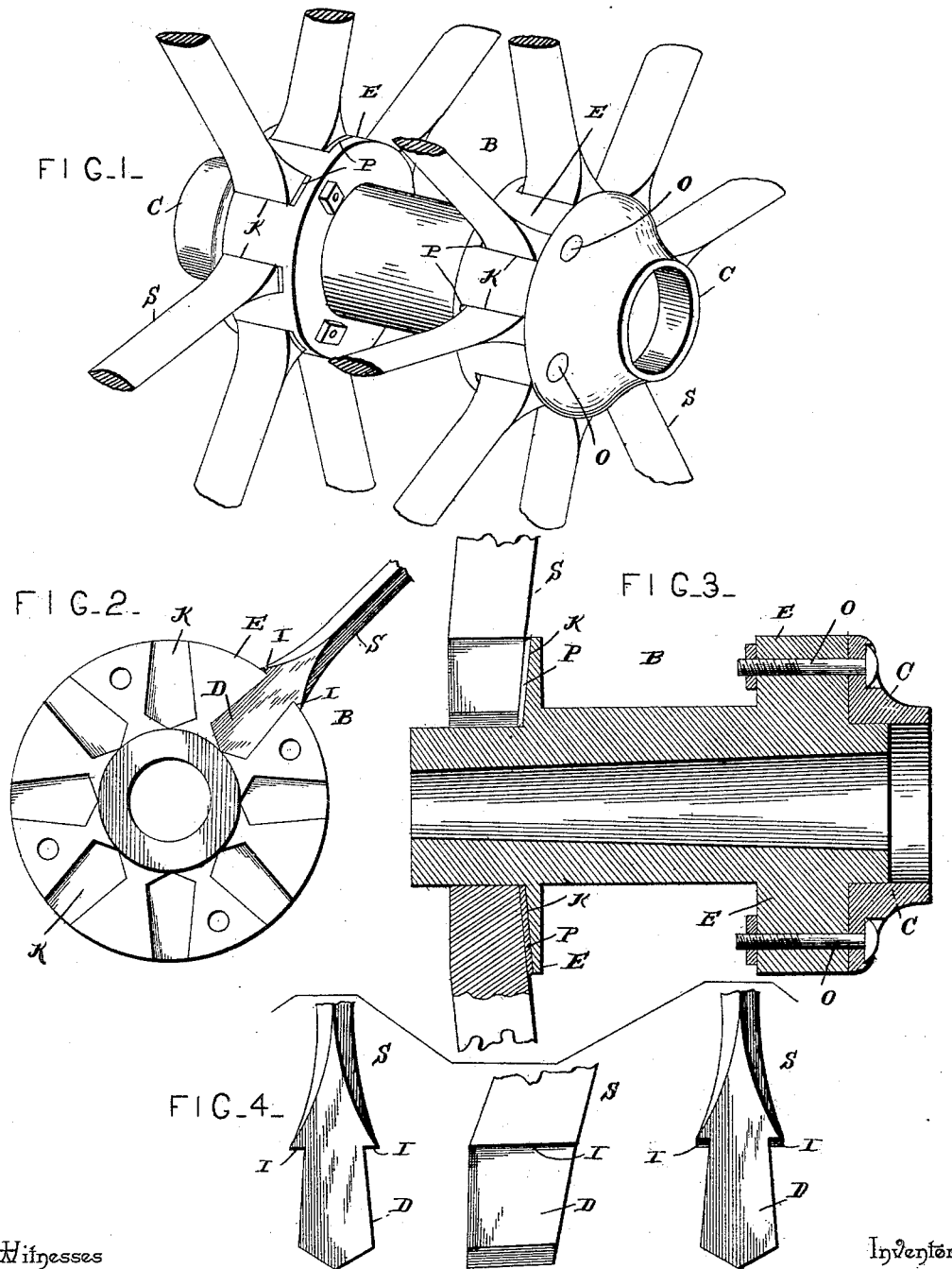


(No Model.)

W. H. BARLOW.
HUB.

No. 459,130.

Patented Sept. 8, 1891.



Witnesses

Geo. E. French

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By his Attorneys,

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UNITED STATES PATENT OFFICE.

WILSON H. BARLOW, OF LONGWOOD, FLORIDA.

HUB.

SPECIFICATION forming part of Letters Patent No. 459,130, dated September 8, 1891.

Application filed February 3, 1891; Serial No. 380,077. (No model.)

To all whom it may concern:

Be it known that I, WILSON H. BARLOW, a citizen of the United States, residing at Longwood, in the county of Orange and State of Florida, have invented a new and useful Hub, of which the following is a specification.

This invention relates to carriages and wagons, and more especially to the wheel-hubs thereof; and the object of the same is to effect certain improvements therein.

To this end the invention consists of the details of construction hereinafter more fully described and claimed, and as illustrated on the sheet of drawings, wherein—

Figure 1 is a perspective view of a vehicle-wheel hub made in accordance with this invention. Fig. 2 is an outer end elevation thereof with the cap removed. Fig. 3 is a longitudinal section of the hub through the spokes at one end and between the spokes at the other, one cap being in place and the other removed. Fig. 4 shows front, side, and rear elevations of the inner end of a spoke.

Referring to the said drawings, the letter B designates the body of the hub, within which may be located a box to surround the axle-spindle, as well understood, and at the ends this body is enlarged, as shown at E. In the outer faces of the enlarged ends are cut dovetailed sockets K, of the shape best seen in Fig. 2, these sockets extending nearly through the thickness of the ends and being open radially and axially.

The letters C designate caps which fit over the extremities of the body B and closely against the outer faces of the ends E, each cap being held in place by bolts O, passing therethrough and through the end E between two of the sockets K. These caps, when in place, close the outer ends of the sockets, and also form the sand-bands of the hub.

The letters S designate spokes whose inner ends are dovetailed, as at D, to fit the sockets K, and above the dovetailed ends are inclined shoulders I. The reason these shoulders are made inclined, as best seen at the center of Fig. 4, is in order that when the dovetailed ends are in place in the sockets the bodies of the spokes will incline slightly inwardly, so that the outer ends of the spokes coming from both ends of the hub may meet in a sin-

gle felly. In assembling the parts of this improved hub, plates P are first put into the sockets K to their axial bottoms, and the dovetailed ends of the several spokes of the wheel then passed axially into said sockets, their shoulders I resting upon the peripheries of the ends E and the inner faces of the dovetailed ends resting against said plates. The caps C are then brought into position and locked by the bolts O or by any other suitable and equivalent means, and, the felly and tire being put on, the wheel is complete. When the wheel becomes old and worn and from the seasoning or shrinkage of its parts the tire is loose, the caps C may be removed and the plates P withdrawn from behind the heads D and placed in front thereof, the caps being reapplied. By this means it will be seen that each spoke is brought slightly nearer a direct radial line from the center of the body of the hub to the felly, and hence the latter will be centrifugally distended to a slight degree and the tire tightened. It will be obvious that at any time one or more spokes can be replaced by taking off the proper cap.

This improved wheel-hub is very simple and durable in structure and easily and quickly manufactured at but slight cost. I do not limit myself to the exact shape of parts, as various changes can be made therein without materially affecting the principles of this invention.

What is claimed as new is—

1. The herein-described hub, the same comprising a body having radially-enlarged ends provided with dovetailed sockets in their outer edges opening through their outer ends, in combination with spokes having dovetailed heads set at angles to their bodies and above said heads, two shoulders on each spoke standing in the same plane but oblique to the length of the spoke-body, and caps detachably secured against the outer ends of said enlarged hub ends, substantially as set forth.

2. In a wheel, the combination, with the hub comprising a body having radially-enlarged ends provided with dovetailed sockets in their outer edges opening through their outer ends, and caps detachably secured against the outer ends of said enlarged hub ends, of spokes at both ends of the hub converging to a single

felly, said spokes having dovetailed heads seated in said sockets, and plates primarily and removably inserted in the axial bottoms of said sockets against the ends of said dovetailed heads, substantially as hereinbefore set forth.

In testimony that I claim the foregoing as

my own I have hereto affixed my signature in presence of two witnesses.

WILSON H. BARLOW.

Witnesses:

I. Z. McDONALD,

THOMAS GRIGGS.