

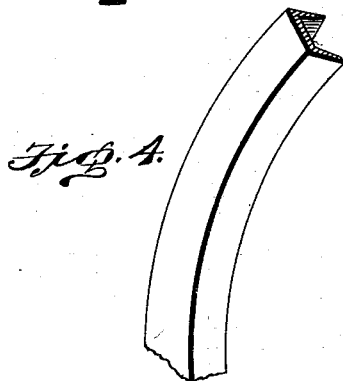
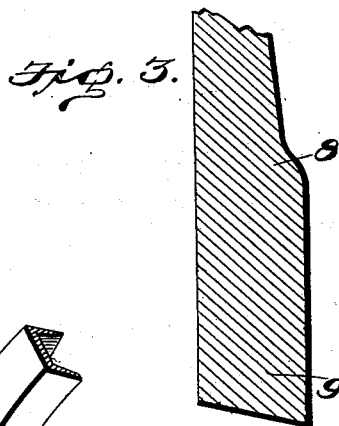
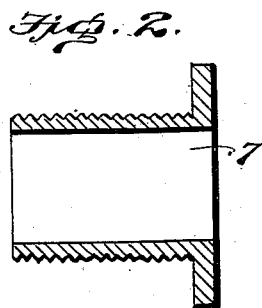
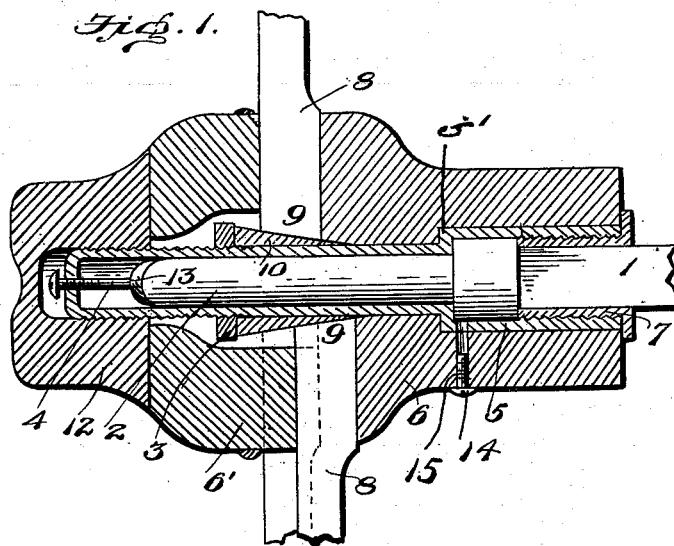
No. 647,851.

Patented Apr. 17, 1900.

J. M. LEGGET,  
VEHICLE WHEEL.

(Application filed Aug. 8, 1899.)

(No Model.)



Witnesses

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# UNITED STATES PATENT OFFICE.

JERRY M. LEGGET, OF MOUNT STERLING, KENTUCKY, ASSIGNOR OF TWO-THIRDS TO DAVID A. BANTA, OF NICHOLAS COUNTY, AND JAMES D. DAVIS, OF BATH COUNTY, KENTUCKY.

## VEHICLE-WHEEL.

SPECIFICATION forming part of Letters Patent No. 647,851, dated April 17, 1900.

Application filed August 8, 1899. Serial No. 726,616. (No model.)

*To all whom it may concern:*

Be it known that I, JERRY M. LEGGET, a citizen of the United States, residing at Mount Sterling, in the county of Montgomery and State of Kentucky, have invented certain new and useful Improvements in Vehicle-Wheels; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in vehicle-wheels; and the object is to simplify and improve the construction and increase the efficiency, durability, and life of the wheel.

To these ends the invention consists in certain features of construction and combination of parts, which will be hereinafter more fully described and claimed.

In the accompanying drawings the same reference characters indicate the same parts of the invention.

Figure 1 is a longitudinal section of my improved wheel. Fig. 2 is a similar view of one of the hub-collars. Fig. 3 is a detail section of the inner end of one of the spokes. Fig. 4 is a similar view of the rim.

In the drawings, 1 denotes the axle, 2 the spindle, which is externally threaded to receive the jam-nut 3 and counterbored axially to receive the set-screw 4.

5 denotes the boxing, provided with a shoulder 5' intermediate its ends, fixed in the hub-section 6, and it is internally threaded to receive the sleeve 7, which forms the bearing for the axle in the hub.

8 8 denote the spokes, their inner ends 9 9 being bevel-faced to correspond to the face of the cone-sleeve 10, against which they bear, the cone being set up to expand the spokes by means of the nut 3.

6' denotes the front half of the divided hub, and 12 the outside nut, which holds the hub on the axle.

13 represents the Babbitt boxing, which has a bearing on the end of the spindle and which is adjustable by means of the set-screw 4, to which it is fixed, to take up the end play due to lost motion.

14 denotes a set-screw in the oil-hole 15, formed in the hub-section 6, whereby the axle may be oiled without removing the wheel.

The accompanying drawings show my invention in the best form now known to me; but many changes in the details might be made within the skill of a good mechanic without departing from the spirit of my invention as set forth in the claim at the end of this specification.

Having thus fully described the invention, what is claimed, and desired to be secured by Letters Patent of the United States, is—

In a vehicle-wheel, the combination of the hub-section, 6; the boxing, 5, provided with the shoulder, 5', and threaded interiorly at its inner end, threaded externally along its outer end and provided with an axial seat in its outer end; the axle and axle-spindle, the latter being counterbored axially; the set-screw, 4, provided with Babbitt boxing, 13, bearing against the end of the spindle, 2; the spokes, 8, having beveled inner ends, 9; the cone-sleeve, 10, fitting the reduced portion of the boxing, 5; the jam-nut, 3, interiorly threaded and bearing against the outer end of said cone-sleeve to expand said spokes; and the outside nut, 12, engaging the outer threaded end of said boxing, 5, to hold the divided hub upon the axle; substantially as and for the purpose set forth.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

JERRY M. LEGGET.

Witnesses:

H. S. WOOD,  
JOHN C. WOOD.