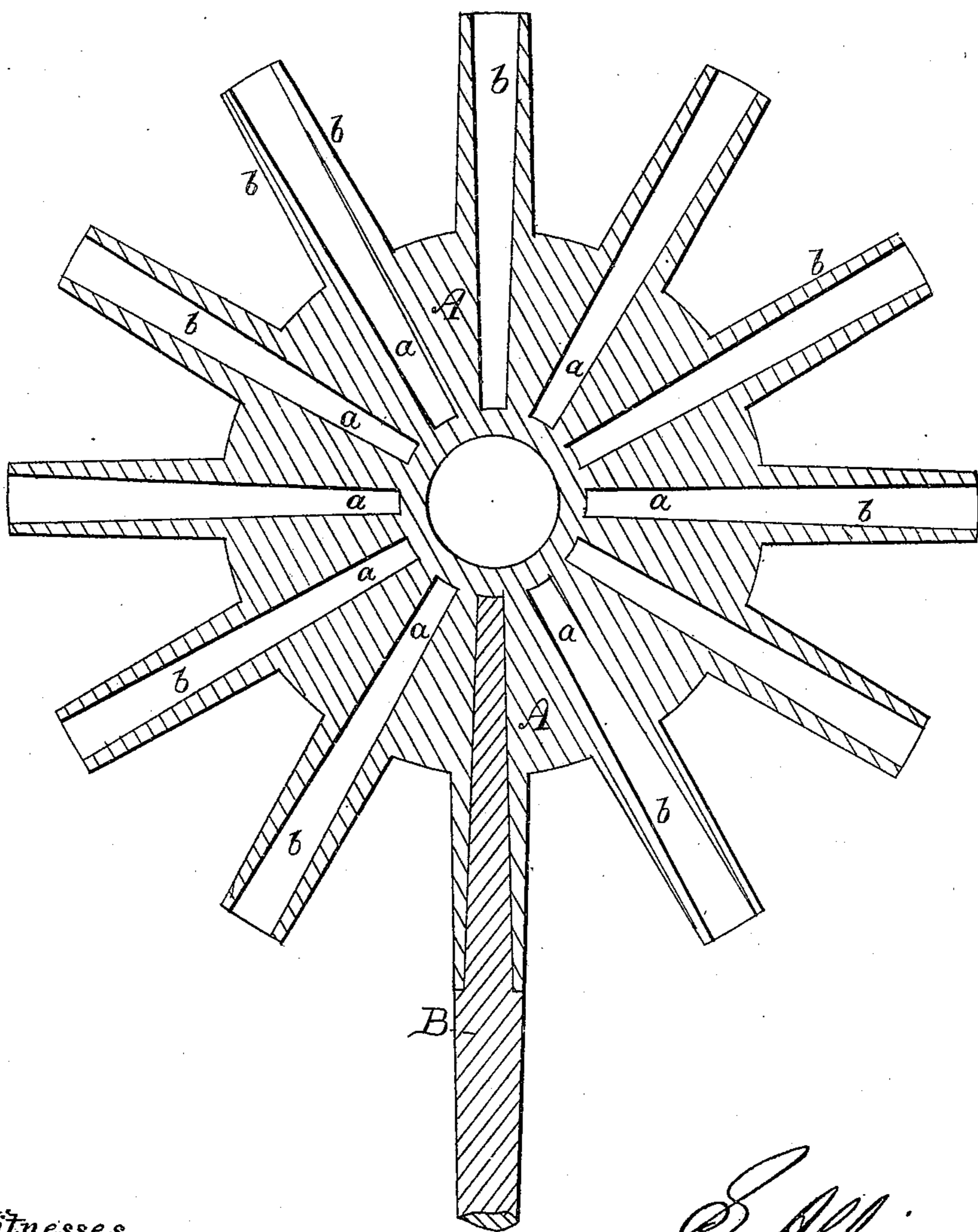


2 Sheets, Sheet 1.

S. Allaire,
Hub.

No. 75,105.

Patented Mar. 3, 1868



Witnesses.

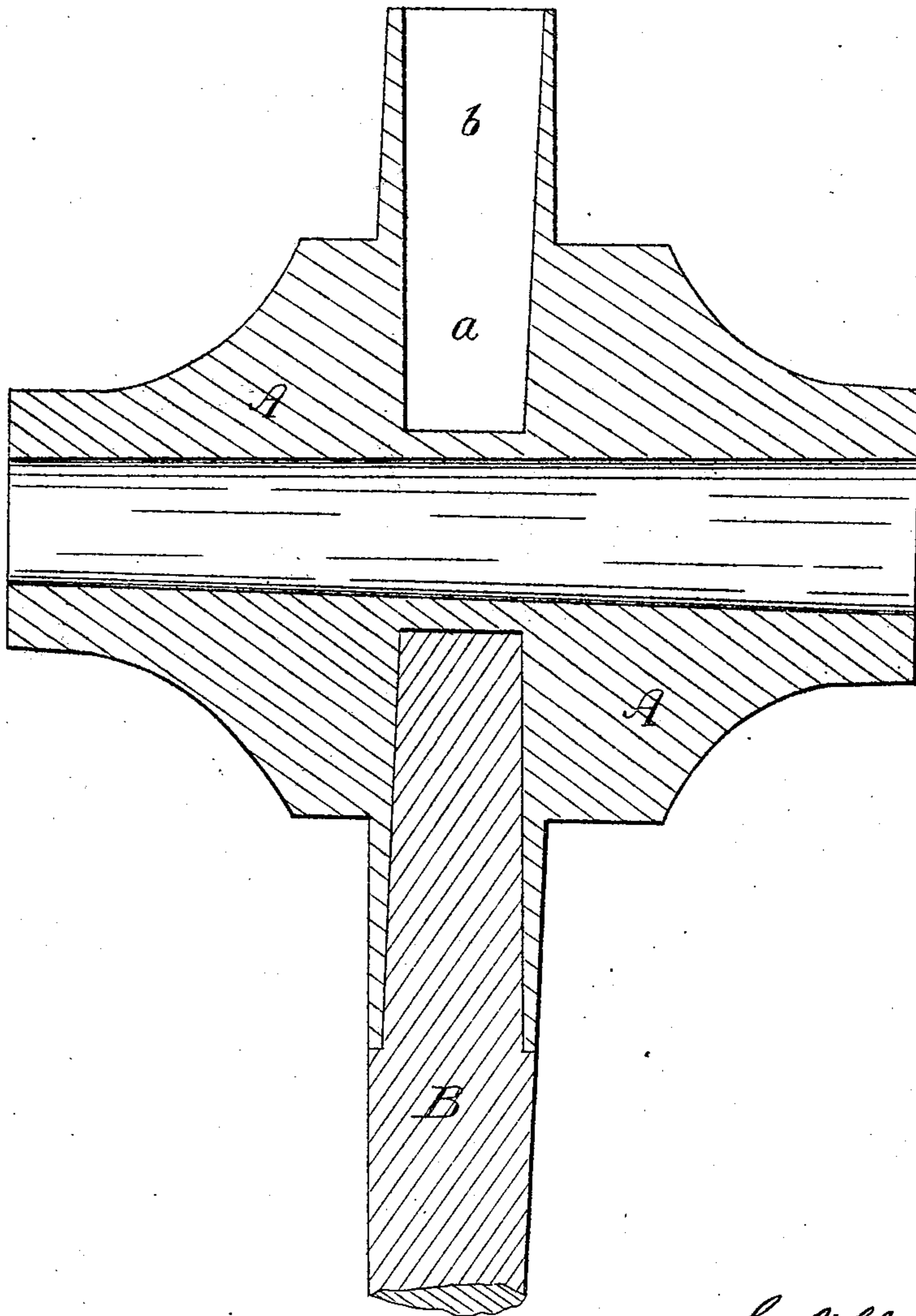
M. Combs
attorney

S. Allaire
Per Brown, Combs & Co.
att

S. Allaire,
Hub.

No. 75,105.

Patented Mar. 3 1868



Witnesses.

W. Morris Smith
Sydney E. Smith

S. Allaire
per attys
Brown, Coomb & Co.

United States Patent Office.

SEAMAN ALLAIRE, OF NEW YORK, N. Y., ASSIGNOR TO HIMSELF, ROBERT HENRY, AND E. WRIGHT VAIL, ALL OF SAME PLACE.

Letters Patent No. 75,105, dated March 3, 1868.

IMPROVEMENT IN CARRIAGE-HUB.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, SEAMAN ALLAIRE, of the city, county, and State of New York, have invented a new and useful Improvement in Hubs of Carriage-Wheels; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing, making a portion of this specification, in which is a transverse and longitudinal section of a hub, made according to my invention, as represented in sheets 1 and 2.

In carriage-wheels having hubs of ordinary construction, the spokes are very liable to be loosened or broken at their junction with the hub, owing to the comparatively slight depth of the sockets which receive the inner ends of the spokes.

The object of this invention is to provide a means of obviating this liability, and it consists in constructing the hub with a circumferential series of sleeves or collars, which constitute, as it were, extensions or continuations of the sockets formed in the hub itself, and which, by enabling the sockets to embrace a much greater length of the inner portions of the spokes than would be possible without such collars, very materially increases the security with which the inner ends of the spokes are held in place, and thus effectually secures the desired result.

To enable others to understand the nature and construction of my invention, I will proceed to describe it with reference to the drawing.

A represents the hub, provided at suitable distances apart with radial sockets, *a*, of any ordinary or appropriate form. Provided upon the circumference of the hub, one at the outer end of each socket *a*, is a series of sleeves or collars, *b*, which form extensions or continuations of the sockets, and the internal surfaces of which are made sloping, and arranged to correspond and to be continuous with those of the sockets *a*, as represented in the drawing. The hub is made of cast metal, with the sleeves or collars cast in one piece therewith. The inner ends of the spokes, one of which is shown at B, being made of a suitable tapering form, are inserted through the sleeves or collars into the sockets *a* of the hub, and, inasmuch as the sleeves or collars insure a much longer bearing to the inner ends, just mentioned, of the spokes, than would be possible with the sockets alone, it follows that such ends are held with far greater security, and rendered much less liable to be broken, loosened, or injured at their junction with the hub, than would be the case if the sleeves or collars were dispensed with.

I do not claim the radially-extended mortises *per se*, as they have been used in combination with parallel spokes, as in the patent of B. A. Rogers, No. 19,951, but

What I do claim as new, and desire to secure by Letters Patent, is—

The solid metallic hub A, provided with radial sleeves *b* and wooden spokes B, when constructed and combined essentially as shown and described.

Witnesses:

J. W. COOMBS,
A. LE CLERC.

SEAMAN ALLAIRE.