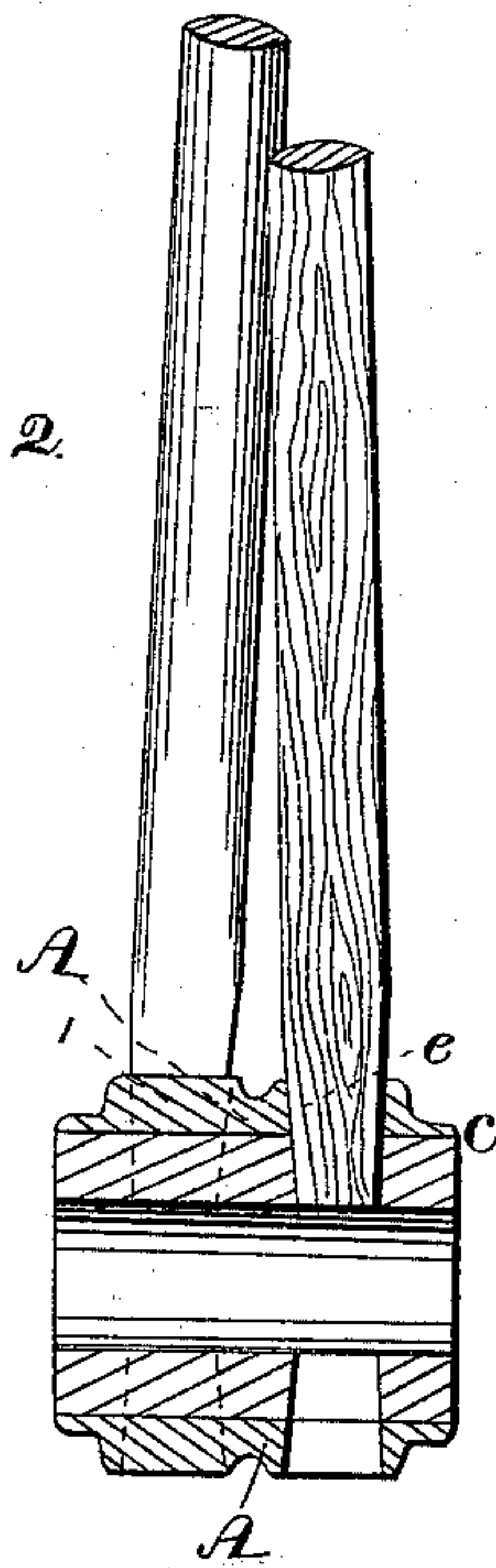
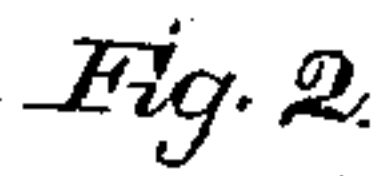


Wheel Hub.

Patented April 6, 1869



G. E. Sanderson.

George Kenney by
Carroll D. Wright
his atty-

United States Patent Office.

GEORGE KENNY, OF NASHUA, NEW HAMPSHIRE.

Letters Patent No. 88,720, dated April 6, 1869.

IMPROVEMENT IN CARRIAGE-HUBS.

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, GEORGE KENNY, of Nashua, in the county of Hillsborough, and State of New Hampshire, have invented certain Improvements in Wheel-Hubs; and do hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings, in which—

Figure 1 represents my improved wheel-hub in perspective.

Figure 2 represents a section of wheel-hub, with spokes inserted.

The subject of my invention is an improvement on an invention for which Letters Patent were granted me by the United States, August 18, 1868, which embody the principles of this improvement; but I wish to add to the invention thus secured, by improvements, which will render it applicable to hubs used in constructing velocipedes, and when a double set of spokes is required in carriage-wheels.

The invention, already referred to and patented, consists of a metallic ring, provided with sockets for spokes, and screw-threads on inside, this metallic ring being screwed upon the wood part of a hub.

The nature of this invention, which forms the subject of the present application, consists in driving a metallic ring, or flange, supplied with a double set of sockets, corresponding to the mortises of the hub upon the hub, thereby enabling a builder to use a much smaller hub, and, at the same time, a much stronger and more durable one, while a double set of spokes may be used, thus securing a wheel, the rim of which is braced from both sides. The advantage of this construction will be seen at once.

In the drawings—

A is a metal ring, or flange, having sockets *a a b b* arranged around the periphery in alternate parallel order.

This ring is driven on to the wood part, *m*, of a hub B, and for this purpose, the bore C of ring A is made slightly tapering, as shown in fig. 2. Driving this ring on, in place, holds the wood perfectly tight.

The wood part of the hub is provided with mortises, which, of course, correspond with the sockets in the ring.

When the spokes *d d* are set in a hub constructed in this manner, they brace the wheel from both directions, as indicated in fig. 2, being as they are set apart at the hub, but coming into a straight line, marked by the wheel-rim. This gives a strong wheel, one that will stand straight without dishing, and what is needed in constructing wheels for velocipedes and carriages, but more especially for velocipedes.

The tenons of the spokes are constructed to fit the mortise of the wood part of the hub, and the shoulder above the tenon; that is, the part at E is bevelled, to fit the socket in the metal.

What I claim, therefore, as my invention, and an improvement on my Letters Patent of August 18, 1868, No. 81,175, is—

The taper-bored metallic ring A, provided with sockets *a a b b*, around the periphery of the ring, in alternate parallel order, corresponding with the mortises in the wood part of the hub, the spokes fitting into the sockets, and tenoned into the wood, substantially as and for the purposes herein set forth.

In testimony whereof, I have signed my name to this specification, in the presence of two subscribing witnesses.

GEO. KENNY.

Witnesses:

CARROLL D. WRIGHT,
SIMON PATTEE.