

HENRY R. FRY.

Improvement in Wheels for Vehicles.

No. 127,474.

Patented June 4, 1872.

Fig. 1.

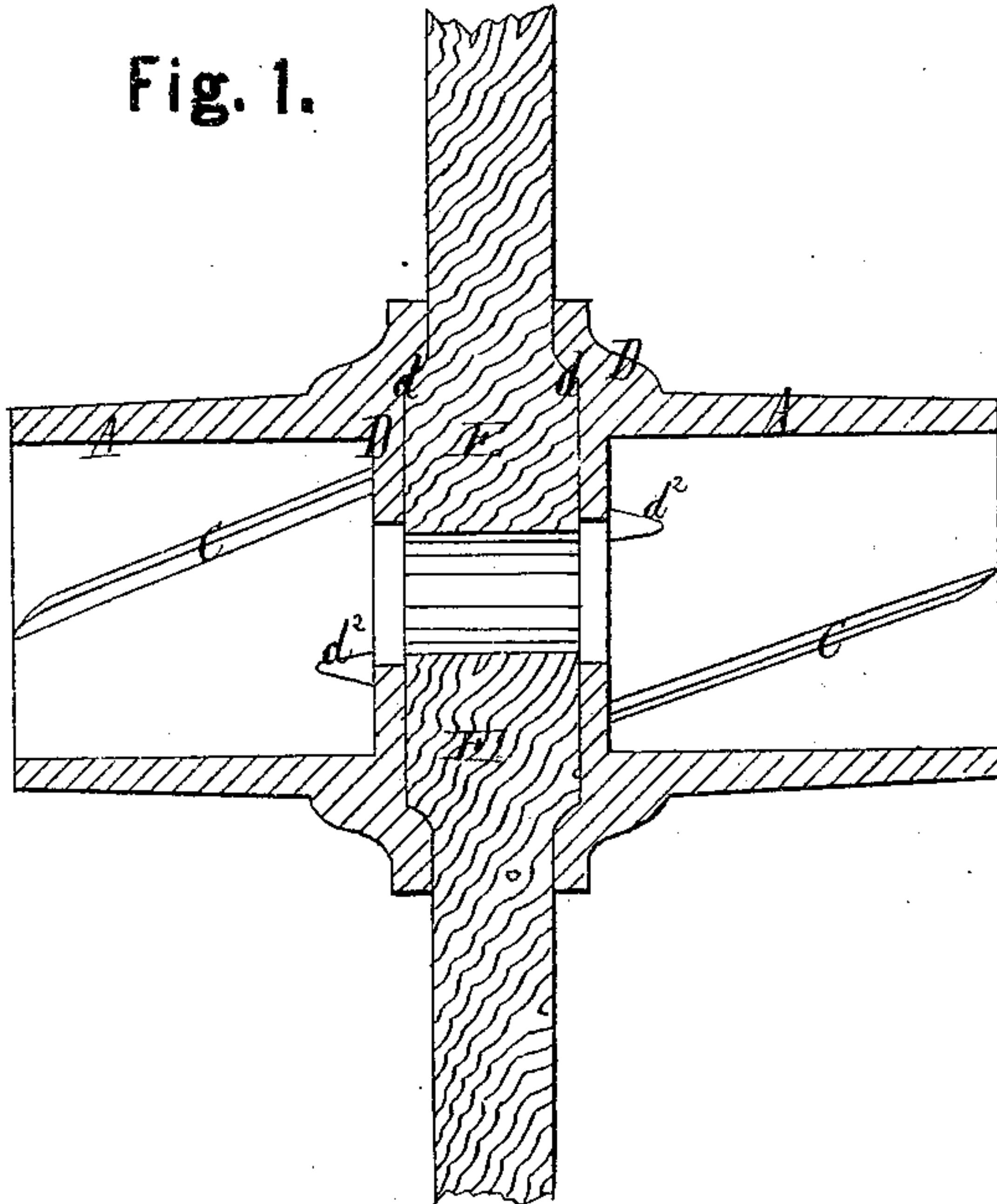


Fig. 2.

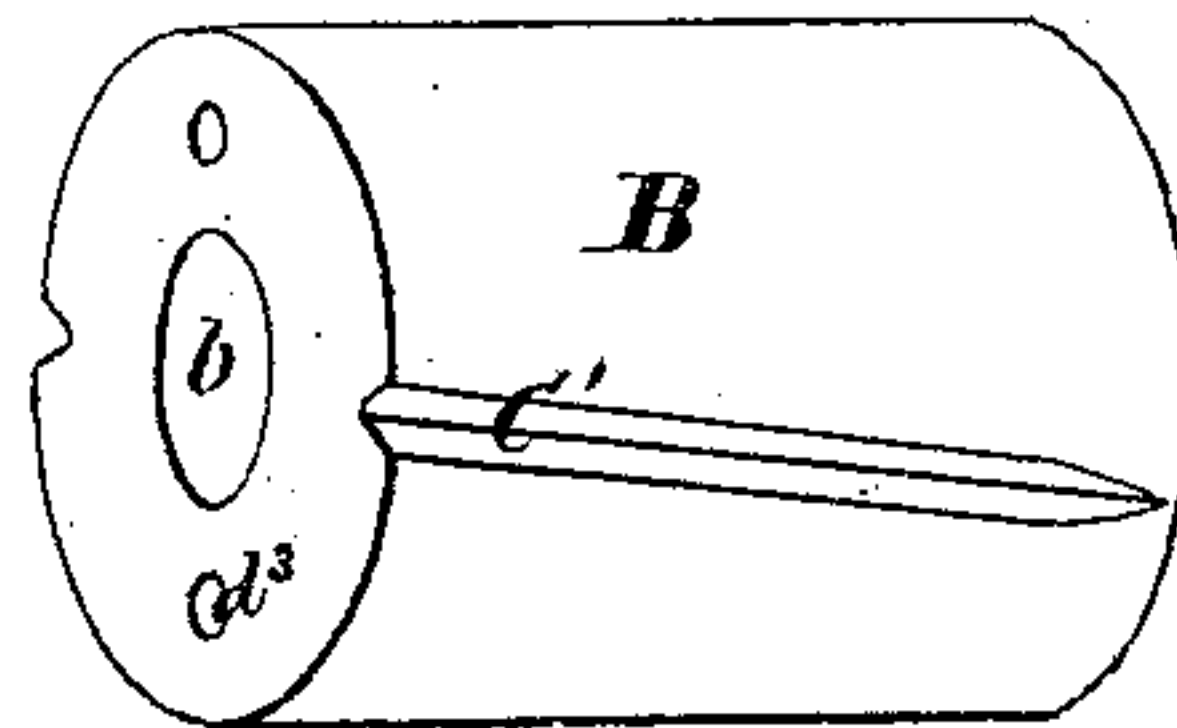
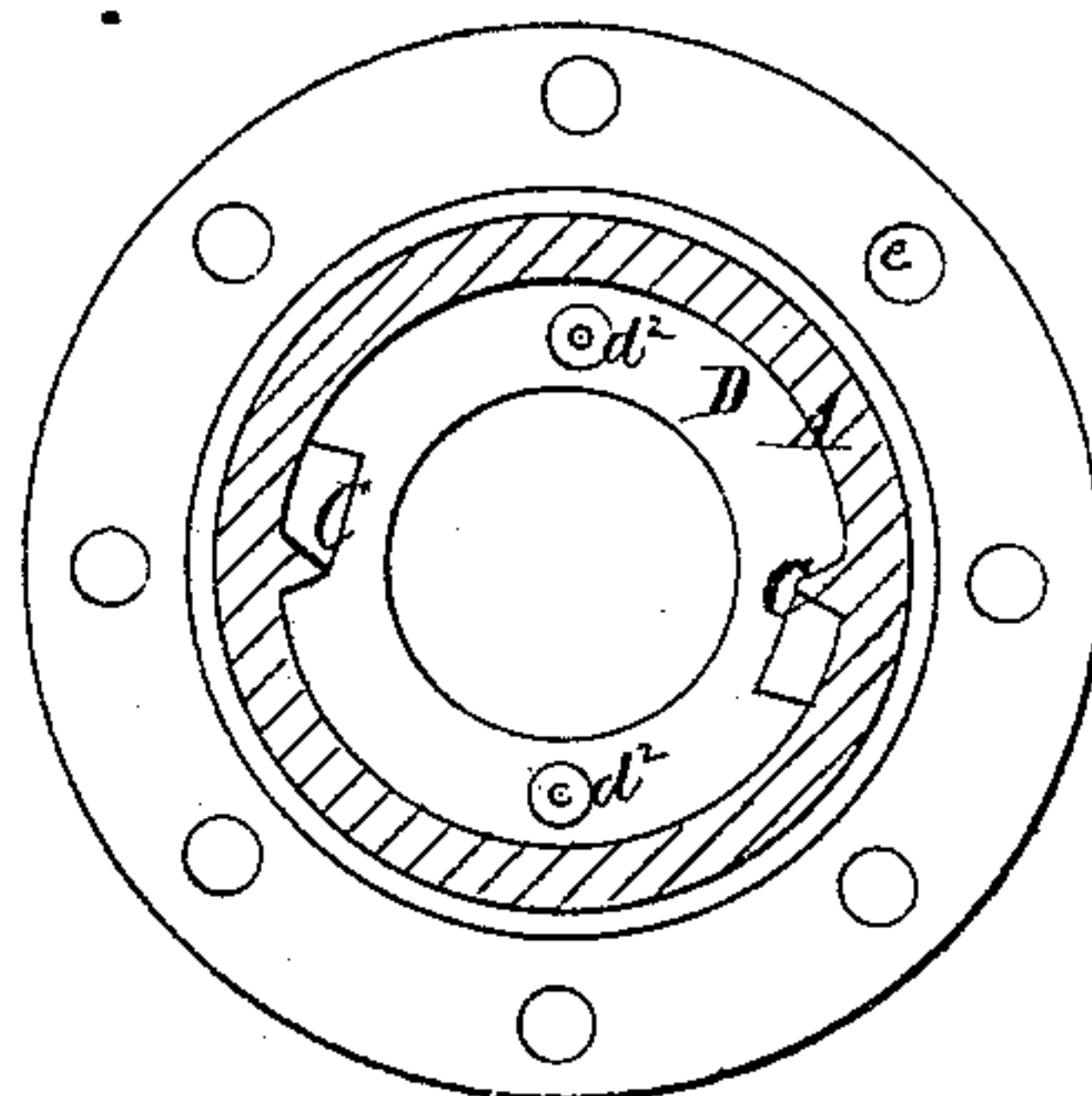


Fig. 3.



WITNESSES.

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IMPROVEMENT IN WHEELS FOR VEHICLES.

Specification forming part of Letters Patent No. 127,474, dated June 4, 1872.

To all whom it may concern:

Be it known that I, HENRY R. FRY, of Wabash, in the county of Wabash and State of Indiana, have invented a new and valuable Improvement in Wheel-Hubs; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawing making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a representation of a longitudinal central section of my invention. Fig. 2 is a perspective view of my core-block. Fig. 3 is a face view of one section of my hub.

This invention has relation to the construction of hubs for spokes having laterally expanded ends; and it consists in the construction and novel arrangement of the side caps or thimbles, with their outside and inside flanches on the inner end, and with the spiral thread on the inside wall, whereby they are adapted to receive and hold securely the cylindrical blocks which form the body of the hub on each side of the expanded ends of the spokes.

Referring to the accompanying drawing, A represent the metallic caps of a wagon-wheel hub. B represents a wooden core-block, bored through the center at *b*, to receive the axle-spindle, cylindrically shaped, and of a size to fit closely the interior of one of the caps. A core-block is fitted to each cap. C represents ridges formed on the interior surfaces of the caps and extending in the oblique manner shown from one end to the other of the cap cavities. Each cap is constructed with two of these ridges located on opposite sides,

and arranged somewhat in the relation of screw-threads. The core-blocks are constructed with obliquely-running grooves *C'*, exactly corresponding to said ridges, and adapted to fit thereto, when the blocks are driven into the caps. D designates the flanges of the metallic caps. These flanges are made with cavities to receive the shoulders *e'* on the spokes E, so as to hold the same in place. From the outersurface of that part of each of said flanges which extends inwardly beyond the internal surfaces of the caps conical studs *d*² project and enter recesses *d*³, formed in the inner ends of the blocks B. These studs are designed to aid in holding the core-blocks in place. The caps are fastened to the spokes by means of bolts or rivets put through the holes *e* in the flanges of caps.

The oblique ridges C have the same effect as screw-threads, and if desirable may even be run in spiral order. The core-blocks are, as it were, screwed into their places, and cannot be displaced unless force be used.

What I claim as my invention, and desire to secure by Letters Patent, is—

A wheel-hub, formed by combining the expanded spoke ends, the cylindrical core-blocks B, and the externally and internally flanchéd caps, having internal oblique ribs C to hold the core-blocks, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

HENRY R. FRY.

Witnesses:

DAVAD SHERMAN,
C. E. DIEHL.