

M. McNALLEY.
Wheels for Vehicles.

No. 136,928.

Patented March 18, 1873.

Fig. 1.

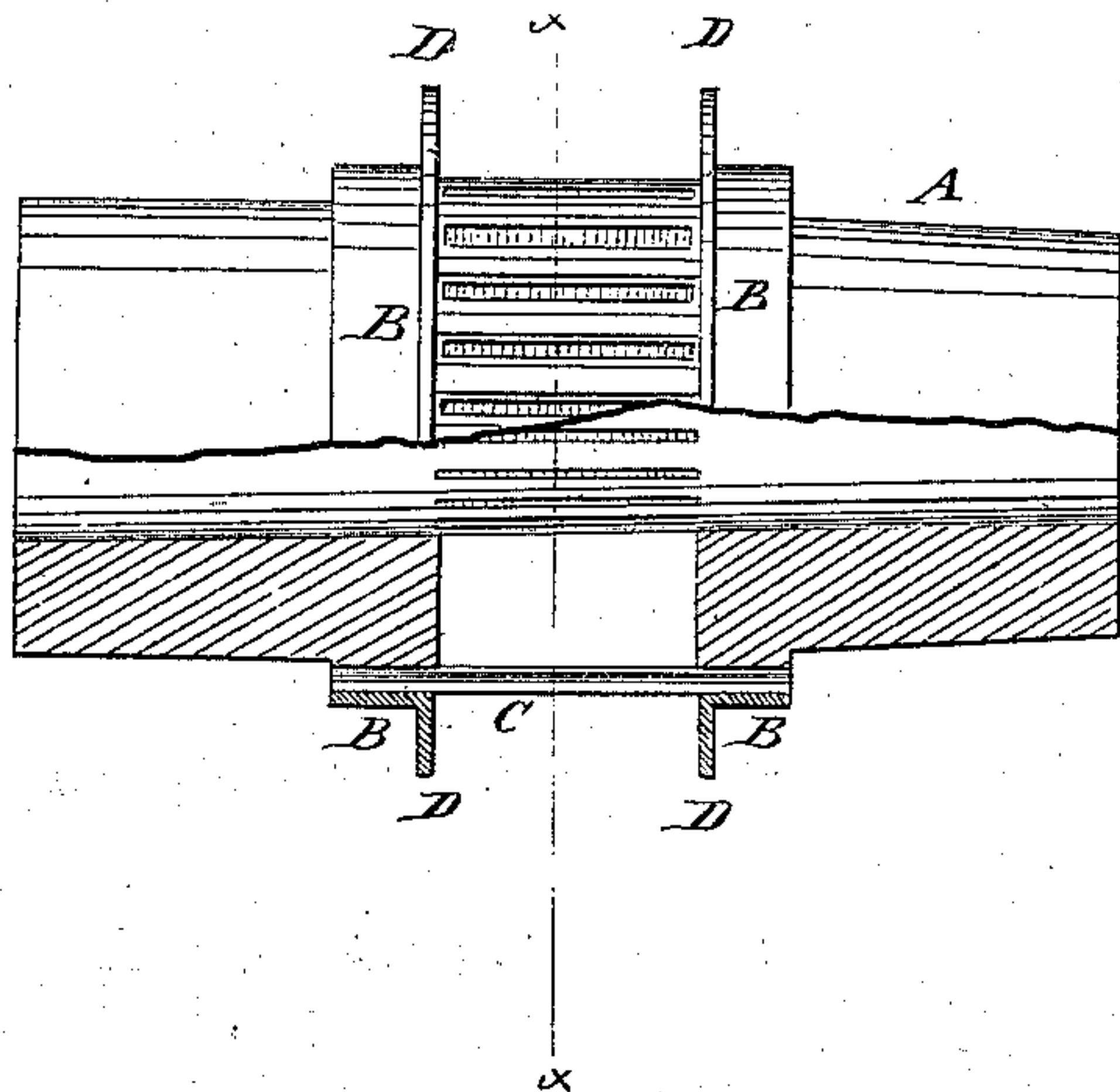
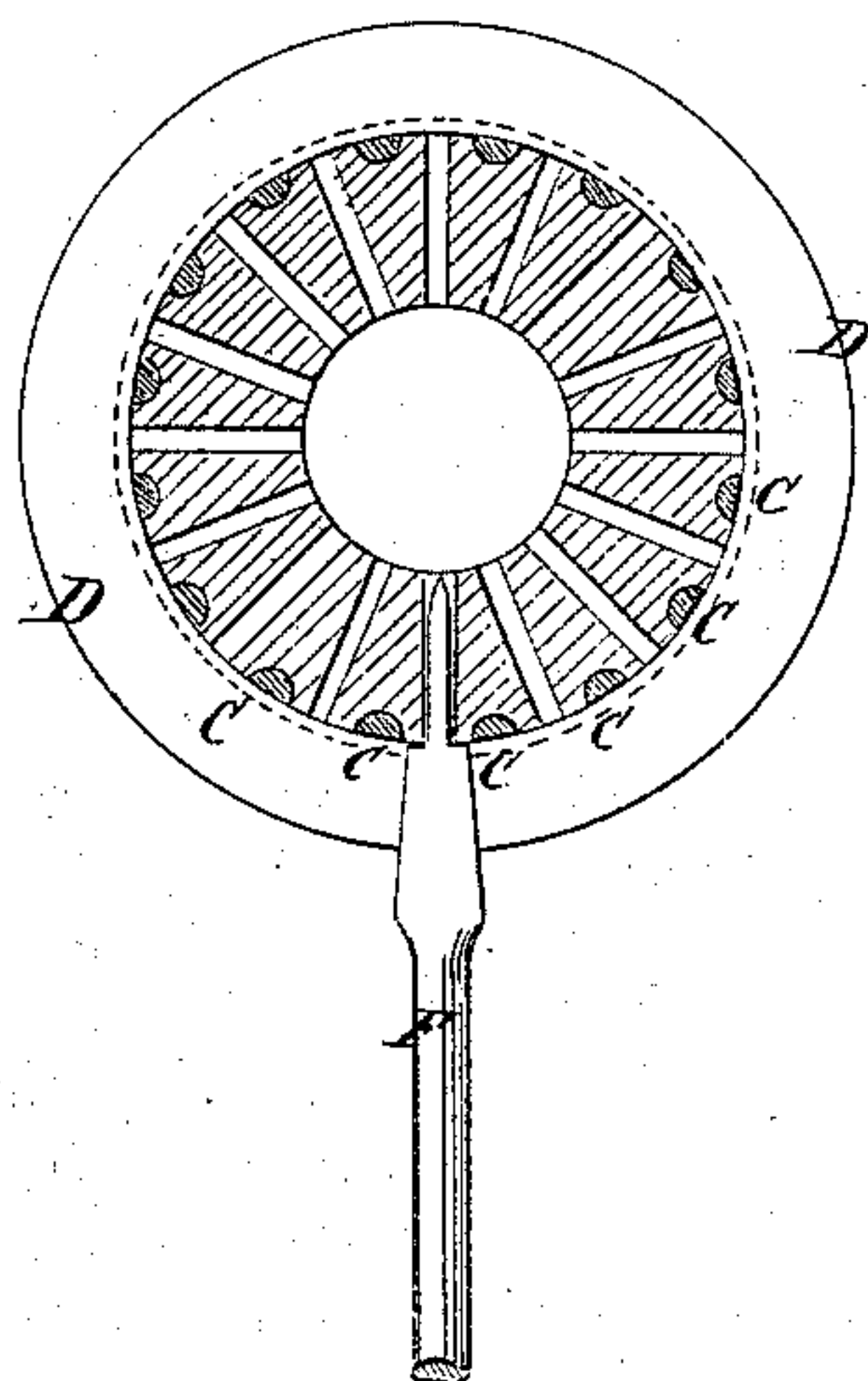


Fig. 2.



Witnesses:

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UNITED STATES PATENT OFFICE.

MICHAEL McNALLEY, OF HOUSTON, TEXAS.

IMPROVEMENT IN WHEELS FOR VEHICLES.

Specification forming part of Letters Patent No. **136,928**, dated March 18, 1873.

To all whom it may concern:

Be it known that I, MICHAEL McNALLEY, of Houston, in the county of Harris and State of Texas, have invented a new and useful Improvement in Wagon-Hubs, of which the following is a specification:

The invention consists in a one-piece attachment for wooden hubs, constructed and applicable as hereinafter described.

In the accompanying drawing, Figure 1 is a side view of the improved hub, partly in section. Fig. 2 is a cross-section of Fig. 1 taken on the line *x x*.

Similar letters of reference indicate corresponding parts.

A represents the wooden hub. B B are bands connected together by bars C, the whole being cast in a single piece. The bars C project from the inner circles of the bands, as seen in Fig. 2, longitudinal grooves being made on the central surface of the hub for these bars, which allow the double band to be driven onto the hub with the outer surface of the bars even or flush with the wood between the projecting flanges D D. The mortises for the spokes are made between these bars and flanges, as seen in Fig. 2. When the spokes are driven the wood of the hub is compressed between these bars, and the edges of the spokes are in contact with the projecting flanges D D of the double band. F represents one of the spokes.

The wooden hub being turned larger in the

middle, and the grooves for the bars being cut, the double band is driven onto the center of the hub, as seen in Fig. 1, so that the flanges D D inclose the spoke-mortises and support the spokes as they are driven, likewise preventing the wood from checking. Thus, while the spoke-tenons will be in contact with the wood, the latter will be supported and strengthened by the bars C, so that rigidity of the spokes and durability of their sockets or mortises will be attained. The shoulders of the spokes rest both on the wood and metal bars C, thereby insuring a firm and enduring yet measurably elastic support.

I am aware that wheels are already known to the public of a somewhat similar construction; but in these the spokes are always liable to be cut by the metal strips, while my spokes are exposed to no such injury.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

The metallic bands B B and flanges D D, connected by bars C and combined with a wooden hub slotted to receive spokes and longitudinally grooved to receive said bars C, as and for the purposes described.

MICHAEL McNALLEY.

Witnesses:

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