G. L. ROUSE.

Hubs for Vehicles.

No. 139,691. Patented June 10, 1873.

Fig. 1.

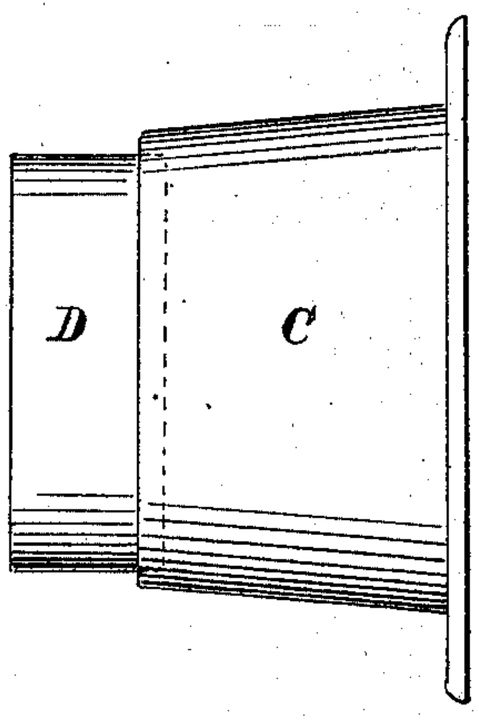


Fig. 2.

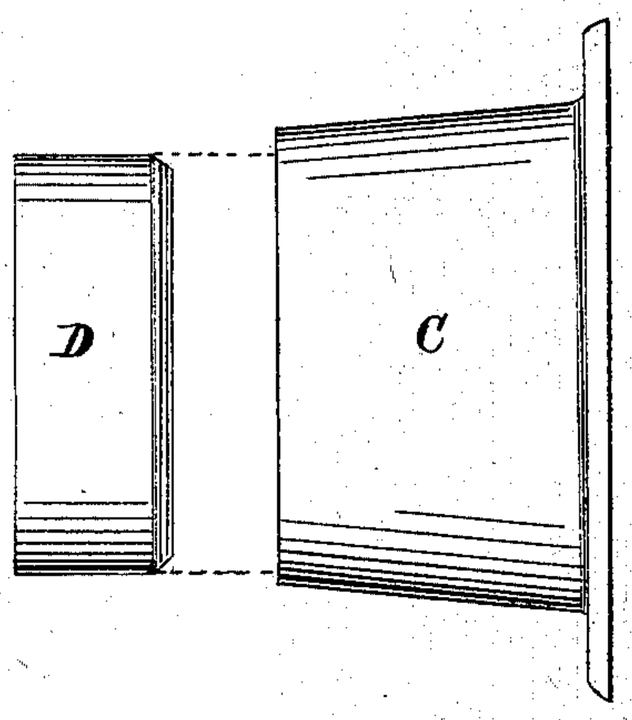
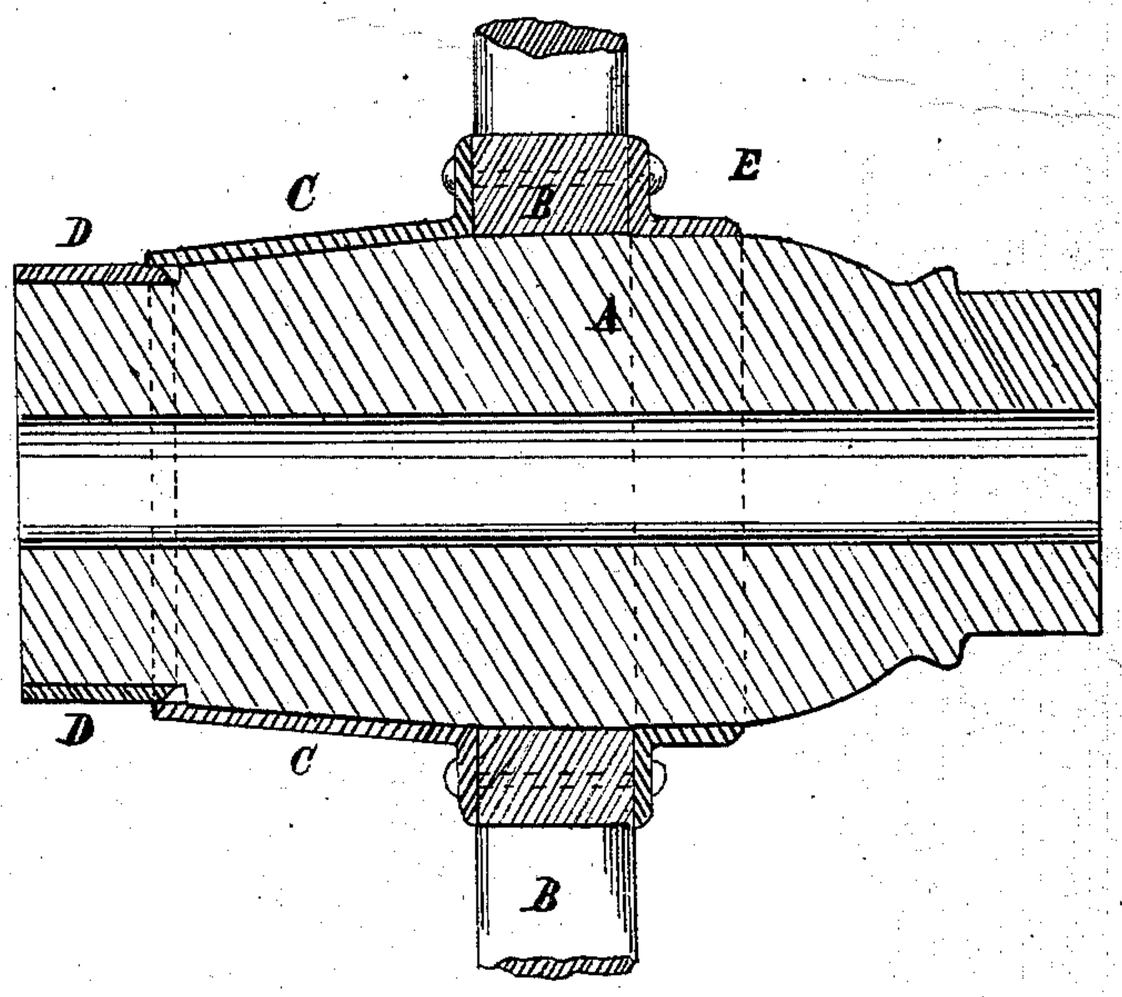


Fig. 3.



Attest

Jeremiah F. Dunlig.
Philip M. Shuey

Inventor.

George L. Rouse
per Fisher & Duncan
Attys.

UNITED STATES PATENT OFFICE.

GEORGE L. ROUSE, OF CINCINNATI, OHIO.

IMPROVEMENT IN HUBS FOR VEHICLES.

Specification forming part of Letters Patent No. **139,691**, dated June 10, 1873; application filed January 24, 1873.

To all whom it may concern:

Be it known that I, GEORGE L. ROUSE, of the city of Cincinnati, in the county of Hamilton and State of Ohio, have invented an Improvement in Vehicle-Wheels, of which the following is a specification:

My invention relates, generally, to the extended flanges used on that class of vehicle-wheels which have a continuous bearing between the shoulders of the spokes, though adapted to all styles; and consists in constructing said flanges of two or more pieces, the inner of which overlaps the outer, for the purpose stated below.

In the accompanying drawing, Figure 1 is an elevation of the extended flange complete, as composed of two pieces of malleable iron, or other suitable metal. Fig. 2 represents the same with the parts detached; and Fig. 3 is a central longitudinal section of a hub with the flange attached.

In detail of construction, A is the hub; B, the spokes; C, that part of the extended flange which is forced against the spokes and overlaps the rim D, which is forced a greater or less distance under it, as may be necessary to place its outer edge on a plane with the end of the hub. Herein consists the special advantage of my invention, aside from other minor useful features, of facility in removing a fractured rim, diminished friction in setting it, and consequent lightness of material allowed, that frequently the distance between the face of the spokes and the end of the hub varies and causes either the end of the hub or the edge of the rim to be trimmed down, while under such circumstances my invention enables the outer rim to be driven under the flange C far enough to present an even surface on the end of the hub.

One or more rims may be used in connection with the same flange, though but one is shown for purposes of illustration.

What I claim is—

The combination of the rim D and flange C, or their equivalents, when the latter overlaps the former, substantially as and for the purpose set forth.

GEORGE L. ROUSE.

Witnesses:

PHILIP M. SHUEY,

JEREMIAH F. TWOHIG.