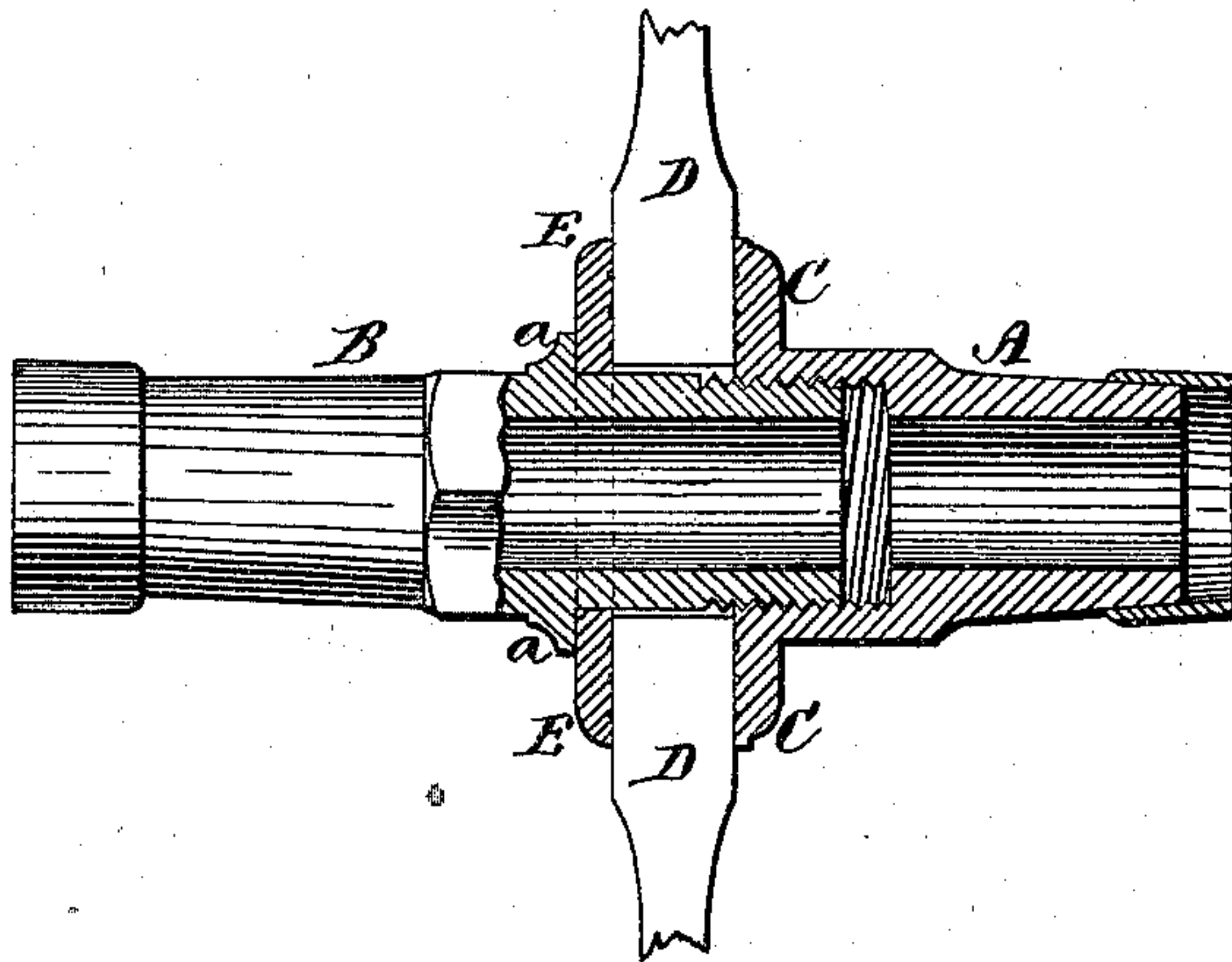


L. G. PEEL.
Vehicle Wheels.

No. 143,378.

Patented September 30, 1873.



Witness.

Henry N. Miller
C. L. Court

Inventor.

Lawson G. Peel.
per Alexander Mason
Attorneys.

UNITED STATES PATENT OFFICE.

LAWSON G. PEEL, OF HAZLEHURST, MISSISSIPPI.

IMPROVEMENT IN VEHICLE-WHEELS.

Specification forming part of Letters Patent No. **143,378**, dated September 30, 1873; application filed February 19, 1873.

To all whom it may concern:

Be it known that I, LAWSON G. PEEL, of Hazlehurst, in the county of Copiah and in the State of Mississippi, have invented certain new and useful Improvements in Hubs for Vehicles; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the construction and arrangement of a hub for vehicle-wheels, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, which represents a longitudinal section of my hub.

The box, which, with the flanges, forms the hub, consists of two tubular pieces, A and B, of metal. The piece A, that fits on the axle next to the body of the buggy or wagon, is provided with a stationary flange, C, which runs up the spokes D D a sufficient distance to give the required strength to the wheel. The other flange, E, matching the flange C, is in a separate piece, of the exact size of said flange C, and fits up tightly on the other side of the spokes. The front or outer part B of the hub passes through the flange E, and screws into the butt-piece a sufficient distance to give the required strength. On this part B is formed a shoulder or offset, *a*, to bear against the outer side of the flange E, and force the same tightly against the spokes, and thus se-

cure the spokes firmly between the flanges C and E.

I am aware that a hub composed of two metallic flanges or disks, one having spoke-receiving orifices, and the two connected together by male and female screws, clamping the spokes between the flanges, is not new; hence I do not broadly claim such to be my invention. In my invention the outer part A has a stationary flange at its inner end, and screw-threads on its interior at this end. The inner part B has a stationary shoulder, *a*, on its outer part, and beyond this shoulder the extremity of this piece B extends under the ends of the spokes, and is provided with exterior screw-threads, which take into the inner screw-threads on the part A. A movable flange rests between the shoulder *a* and the spokes. By this construction of parts the spokes are firmly held in place, and the parts A B can be easily separated and the spokes removed therefrom whenever desired.

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

The combination of the tubular piece A with stationary flange C, the tubular piece B with shoulder *a* and the movable flange E, and the parts A and B, provided with male and female screw-threads, all substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 28th day of January, 1873.

LAWSON G. PEEL.

Witnesses:

C. L. EVERT,
G. F. WOLFE.