

J. C. HENDRY.  
VEHICLE-HUB.

No. 178,772.

Patented June 13, 1876.

Fig. 1.

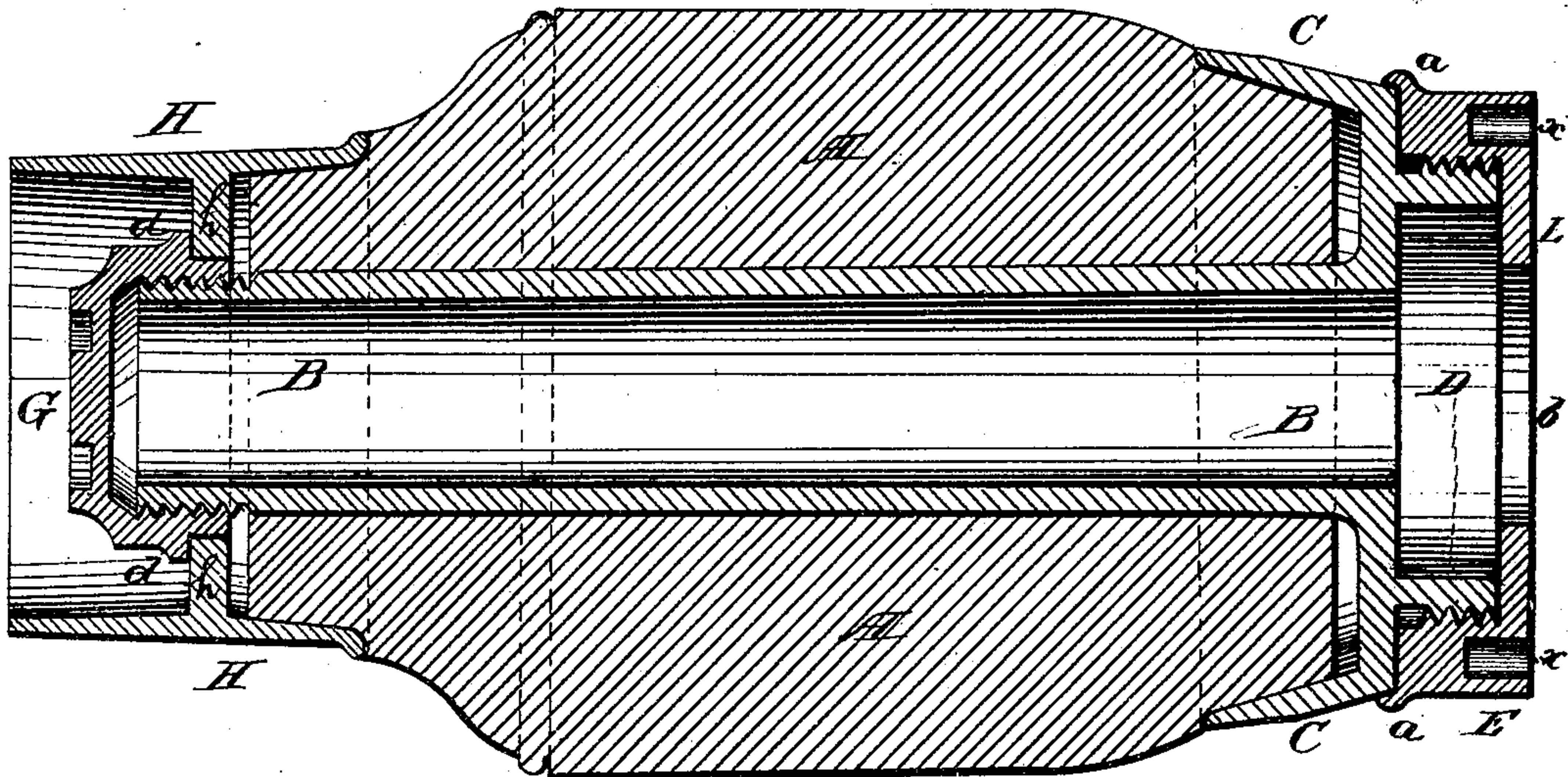


Fig. 2.

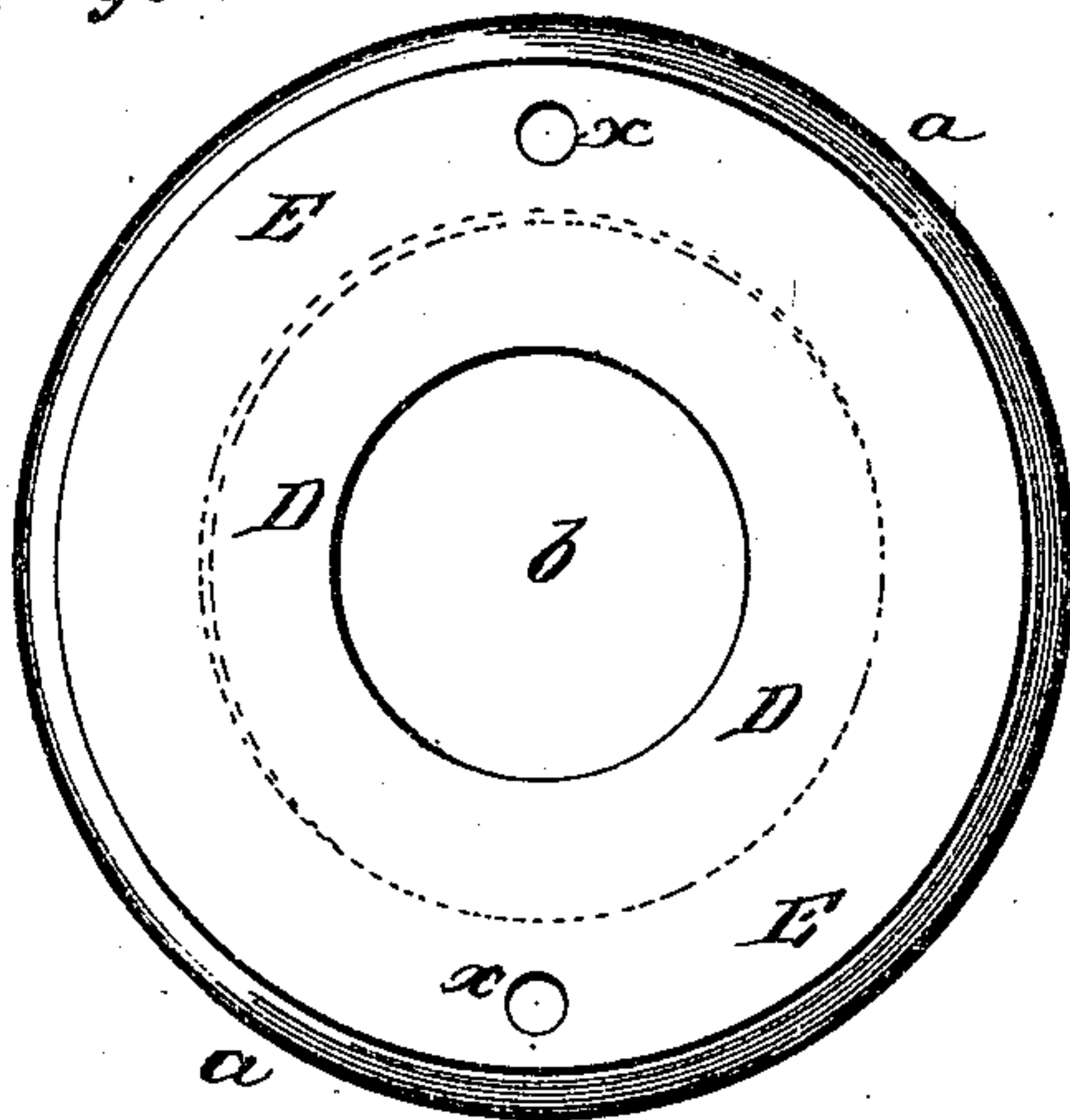


Fig. 3.



Fig. 4.

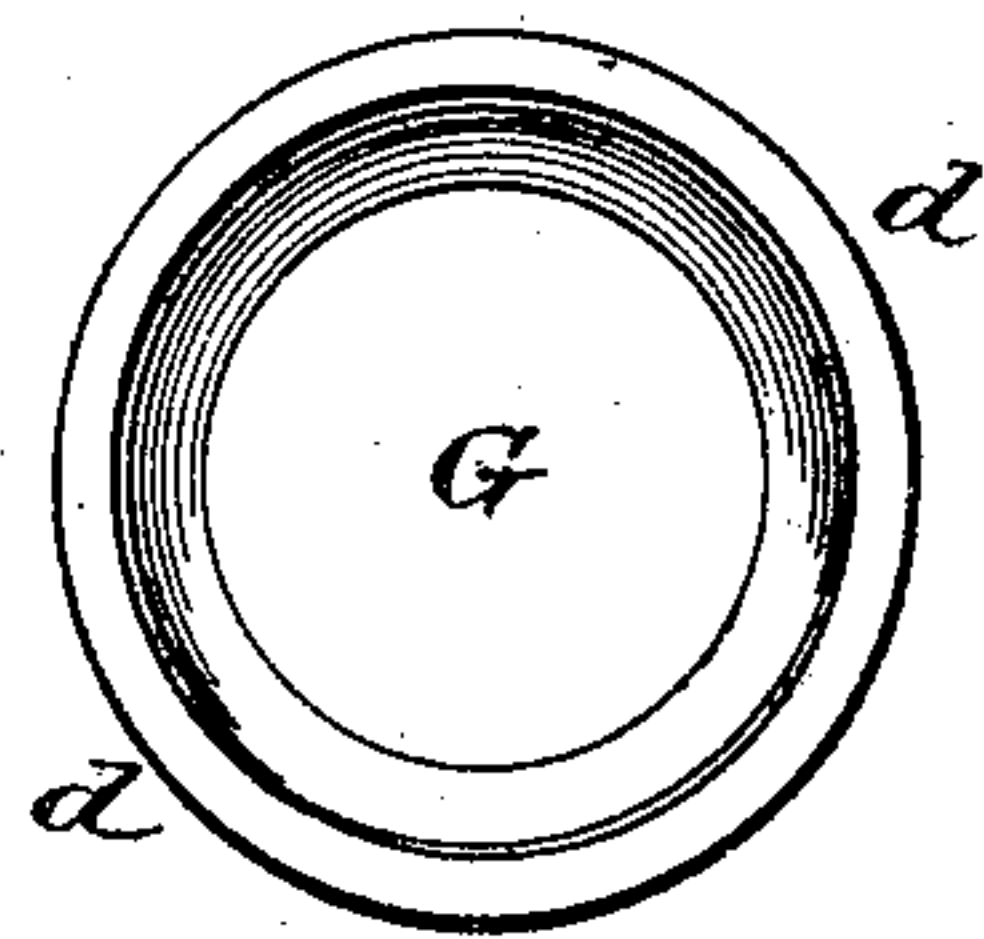
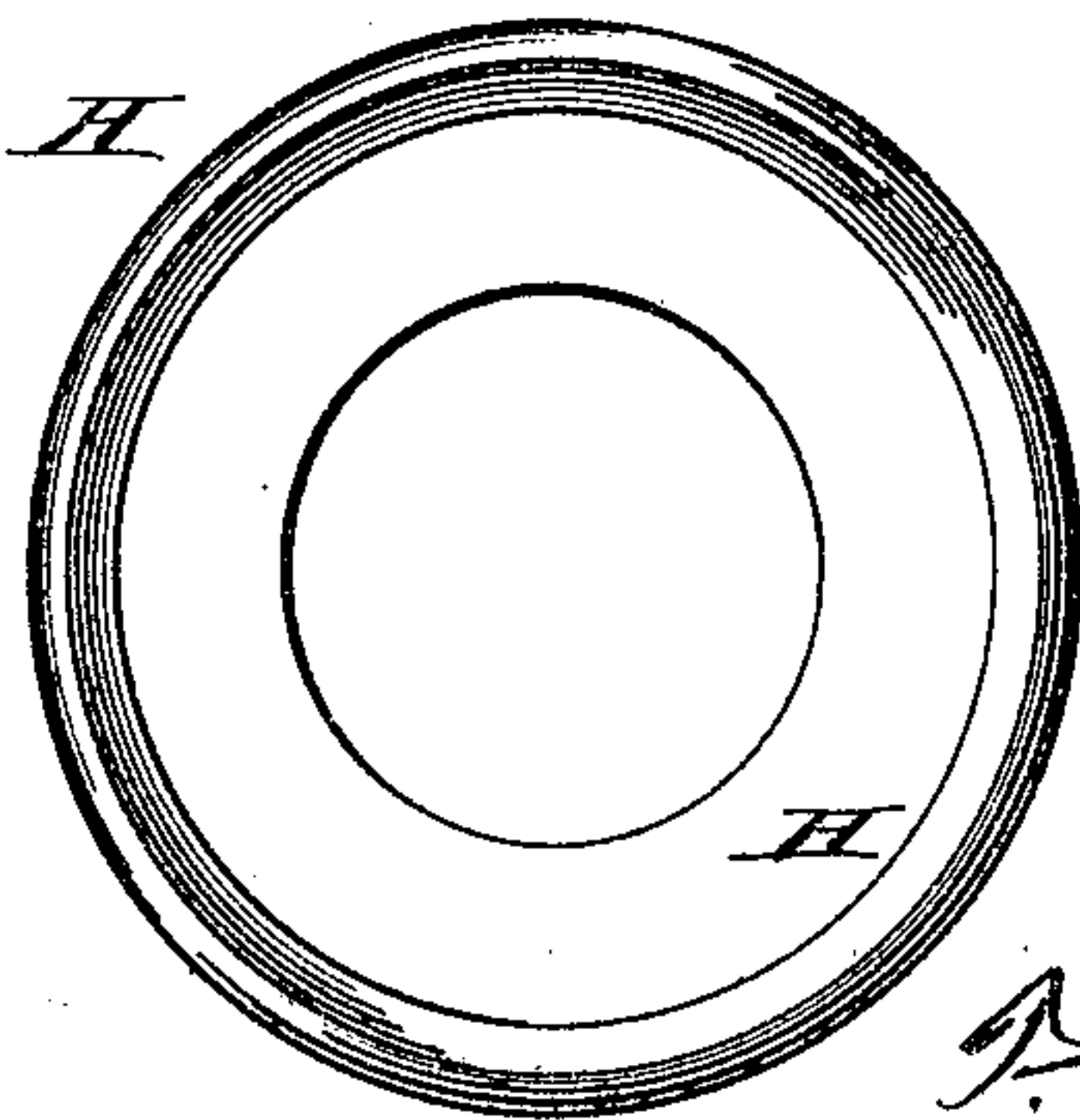


Fig. 5.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

JOHN C. HENDRY, OF BOSTON, ASSIGNOR OF ONE-HALF HIS RIGHT TO  
BRIGHAM, LITCHFIELD & VINING, OF SOUTH ABINGTON, MASS.

## IMPROVEMENT IN VEHICLE-HUBS.

Specification forming part of Letters Patent No. **178,772**, dated June 13, 1876; application filed  
December 20, 1875.

*To all whom it may concern:*

Be it known that I, JOHN C. HENDRY, of Boston, in the county of Suffolk and State of Massachusetts, have invented certain new and useful Improvements in Vehicle-Hubs; and I 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, which form part of this specification.

The nature of my invention consists in the construction and arrangement of a vehicle-hub as an improvement upon the Letters Patent No. 165,097, granted to me June 29, 1875, 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, in which—

Figure 1 is a section of my hub, and Figs. 2, 3, 4, and 5 are details of my invention.

A represents an ordinary wooden hub, through which is passed the box B, said box having at its inner end a band or cap, C, that fits tightly over and around the inner end of the hub A. This band or cap is welded or otherwise formed in one piece with the box B, and from its end projects a circular flange, D, which extends over the collar of the axle, and has a thread cut on the outside. E is a nut, with interior screw-thread, to screw onto the flange D, and thus hold the axle in the box. On the edge of the nut E is a circular projecting bead, *a*, that comes over and overlaps the edge of the band or cap C, to cover up the joint, and form, as it were, one contin-

uous band on the inner end of the hub. In the nut E is a central aperture, *b*, for the bed of the axle to pass through, and the nut is also provided with holes *x x*, for the prongs of a wrench to fit in for turning the nut. H represents a metallic band, which is secured on the outer end of the hub. This band has an interior circumferential flange, *h*. G represents the nut, having an annular shoulder, *d*. The outer end of the box is provided with screw-threads, so that when the nut G is attached thereto part of the same lies between the flange *h* and box B, while the shoulder *d* bears against the outer part of the flange. The box is thus held rigidly to the hub.

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

1. The box B, with band C protecting the end and extending over the top of the hub, and the projecting screw-flange D, all formed in one piece, in combination with the hub A, axle, and nut E, provided with the bead *a*, all substantially as and for the purposes herein set forth.

2. The band H, provided with the inner circumferential flange *h* and the nut G, provided with the annular shoulder *d*, in combination with the box B and hub A, as set forth.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

JOHN C. HENDRY.

Witnesses:

J. M. F. HOWARD,  
P. E. WALBRIDGE.