

T. J. STANWOOD & G. W. PARKER.
Vehicle Wheel-Hub.

No. 206,199.

Patented July 23, 1878.

Fig. 1.

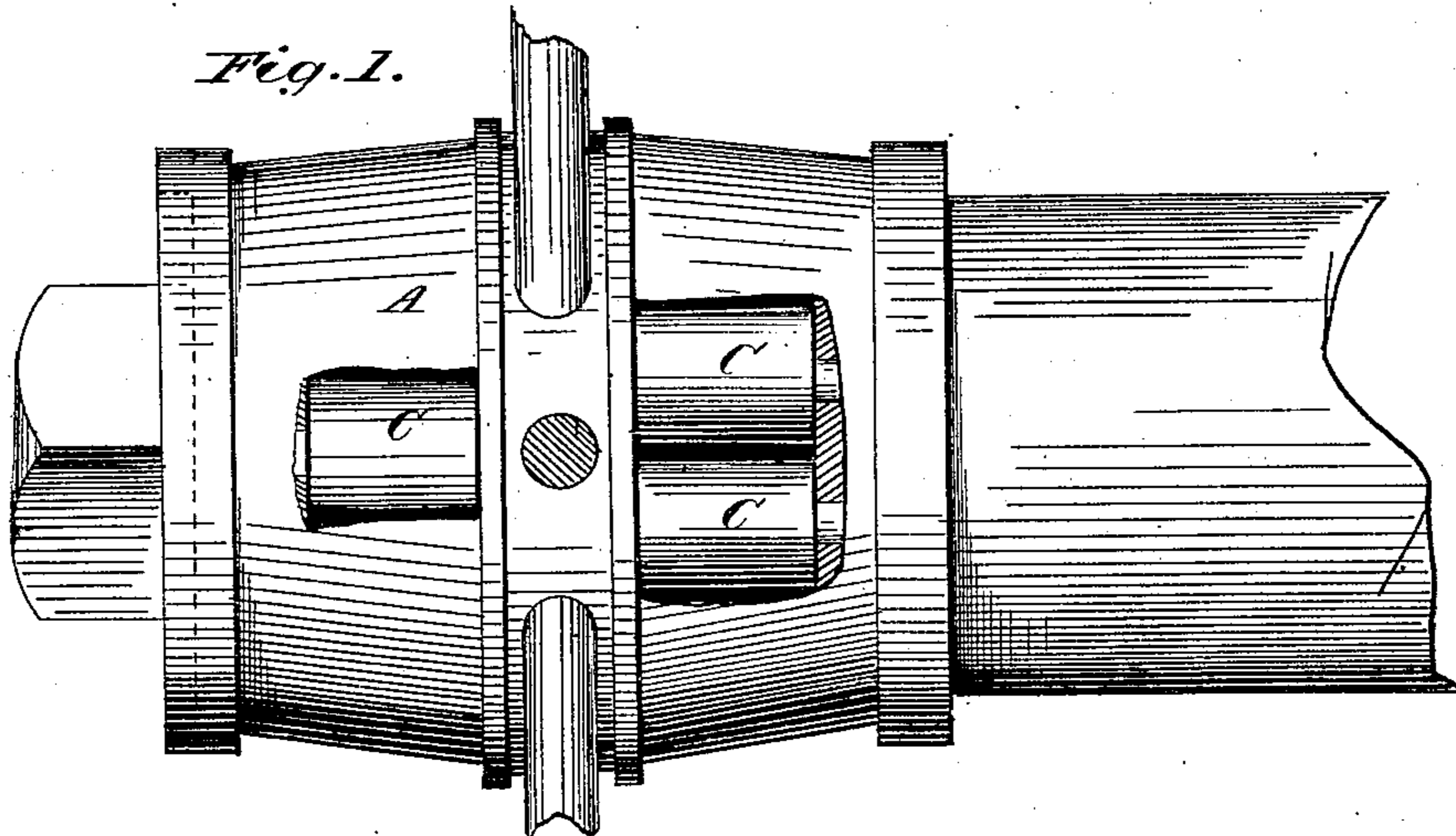


Fig. 2.

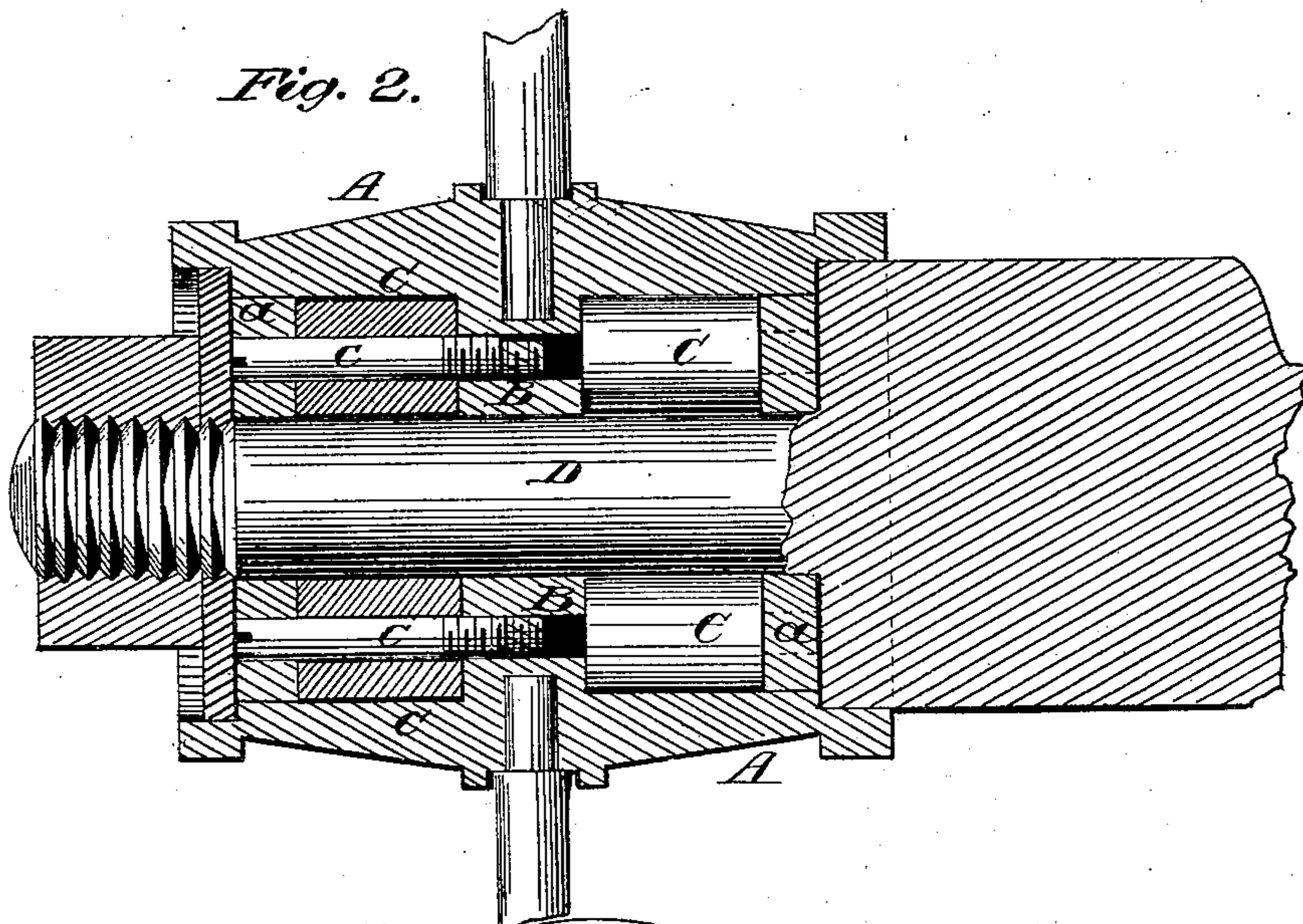
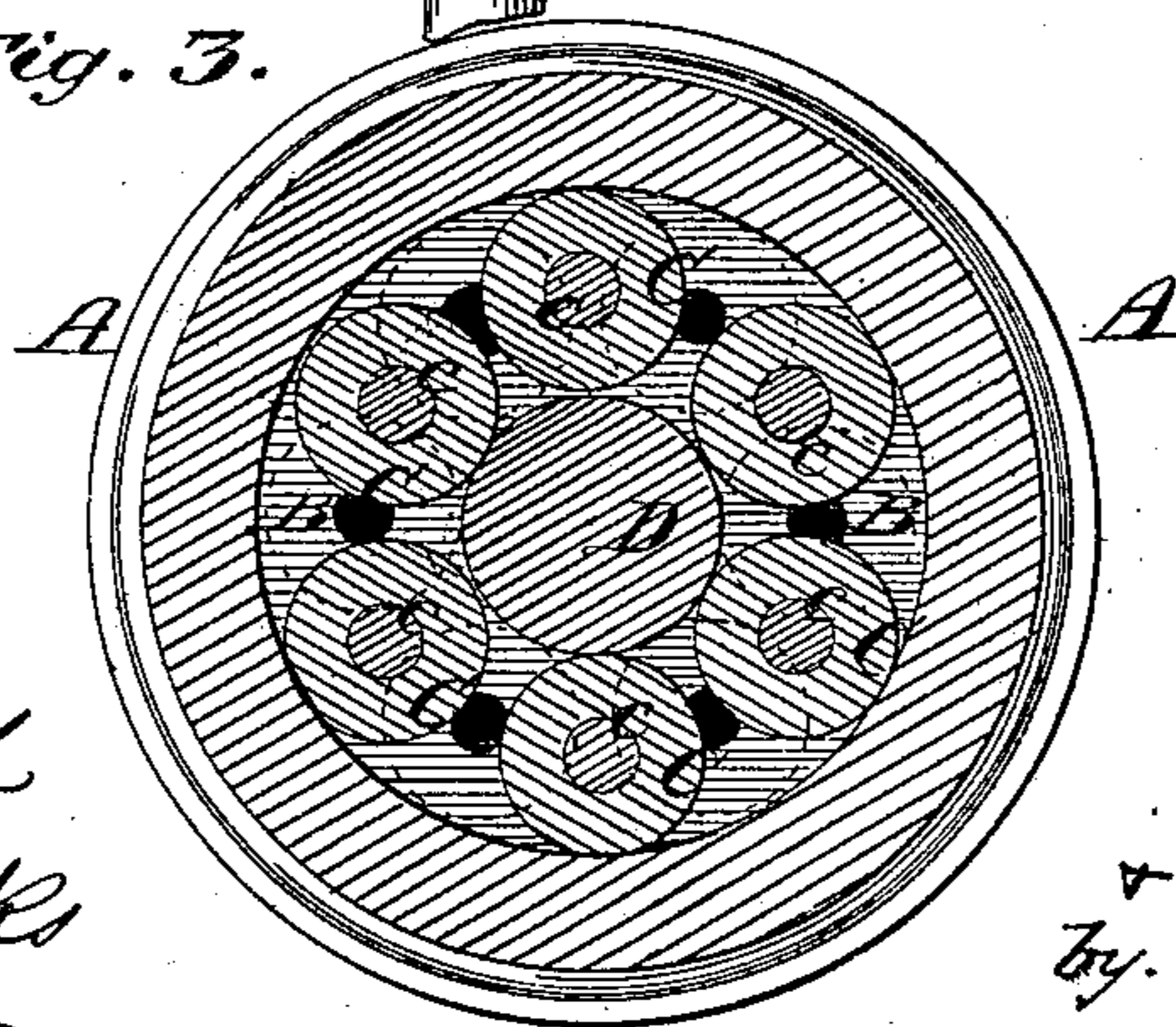


Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

THOMAS J. STANWOOD AND GUSTAVUS W. PARKER, OF BRUNSWICK, ME.

IMPROVEMENT IN VEHICLE-WHEEL HUBS.

Specification forming part of Letters Patent No. **206,199**, dated July 23, 1-78; application filed May 21, 1878.

To all whom it may concern:

Be it known that we, THOMAS J. STANWOOD and GUSTAVUS W. PARKER, of Brunswick, in the county of Cumberland and State of Maine, have invented certain new and useful Improvements in Anti-Friction Hubs for Vehicle-Wheels; and we do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

Figure 1 is a plan view, partly in section. Fig. 2 is a longitudinal section, and Fig. 3 is vertical cross-section.

Similar letters of reference denote corresponding parts in all the figures.

This invention relates to that class of vehicle-hubs which are provided with anti-friction rollers to form a bearing for the axle; and it consists in the improved construction and arrangement of parts, which will be hereinafter more fully shown and described with reference to the drawing, in which—

A represents the hub, which is preferably made of cast-iron, and provided with two loose ends or heads, *a a*. On the inside of the ring or band forming the hub is formed a central flange, B.

C C are the friction-rollers, which may be provided with longitudinal axial perforations, to form bearings for the pins *c c*, which are inserted through the ends or heads and screwed into the central flange, thus serving also to secure the ends or heads in position; or they may be provided with projecting pivot ends, for which bearings must then be formed in the central flange and in the heads *a a*, which lat-

ter are in this case held in position by screws inserted through the hub from the side.

By reference to Figs. 1 and 2 of the drawings, it will be observed that the friction-rollers on the opposite sides of the central flange are not placed on a line with, but, as it were, breaking joints with, each other, each of the rollers on one side of the flange being placed between every two on the opposite side. The object of this is to cause the axle, which is denoted by D, to always rest upon, or nearly upon, the most elevated portion of one of the rollers, or directly above its center, so as to overcome the resistance in starting which would be caused by the axle sinking down between two of the rollers, as it necessarily would if only one set of rollers, or several sets arranged in a line with each other, were provided.

We do not broadly claim the combination, with the hub, of the anti-friction rollers; but,

Having thus described our invention, we claim and desire to secure by Letters Patent of the United States—

In a vehicle-hub having central flange B and loose or inserted ends or heads *a a*, the friction-rollers C C, journaled upon screw-threaded pins *c c*, which also serve to secure the ends *a a* to the central flange B, substantially as herein described, for the purpose set forth.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in presence of two witnesses.

THOMAS J. STANWOOD.
GUSTAVUS W. PARKER.

Witnesses:

ROBERT H. STANWOOD,
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