

A. A. PHILBRICK.
Vehicle-Wheel Hub.

No. 226,783.

Patented April 20, 1880.

Fig. 1.

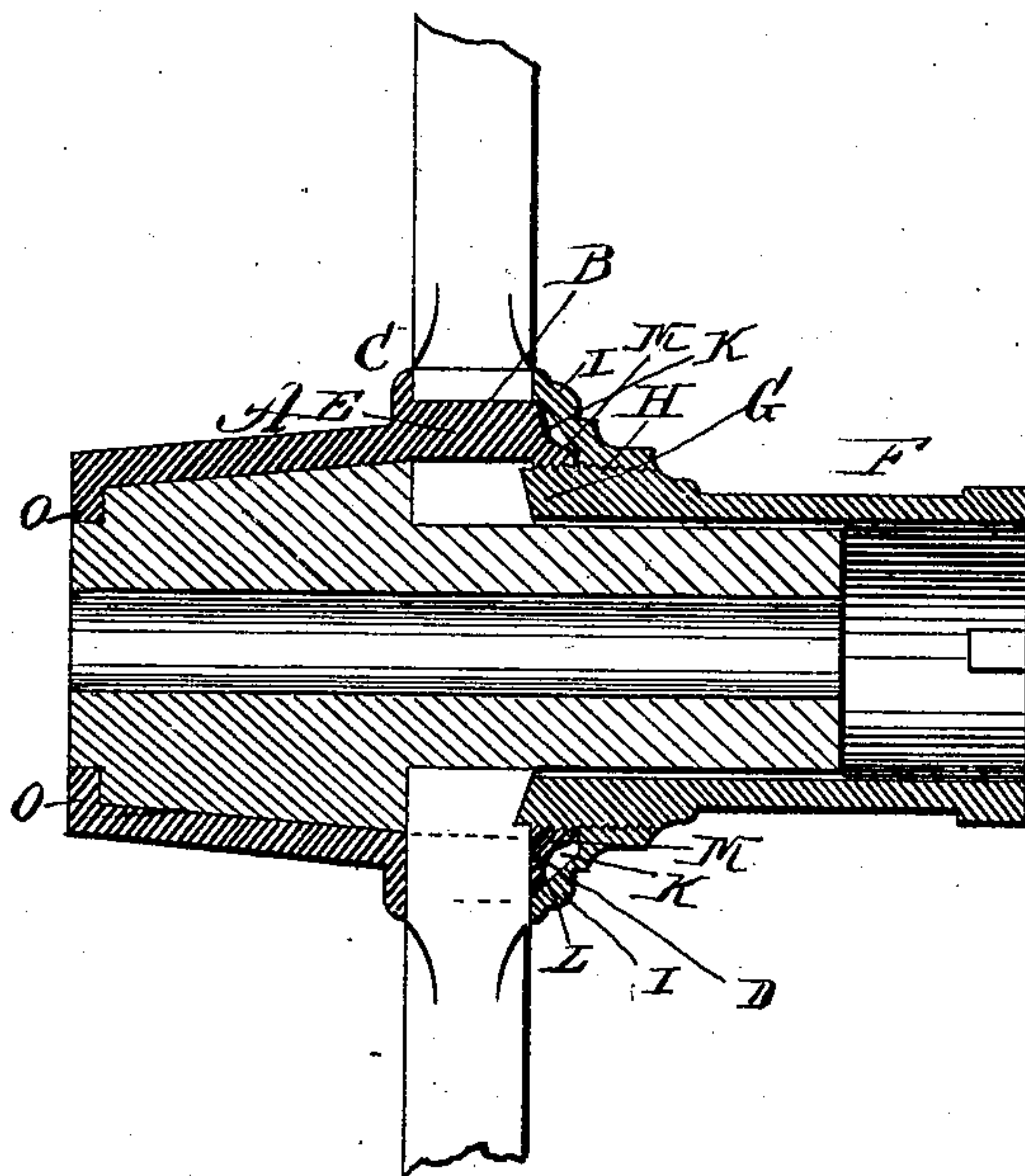
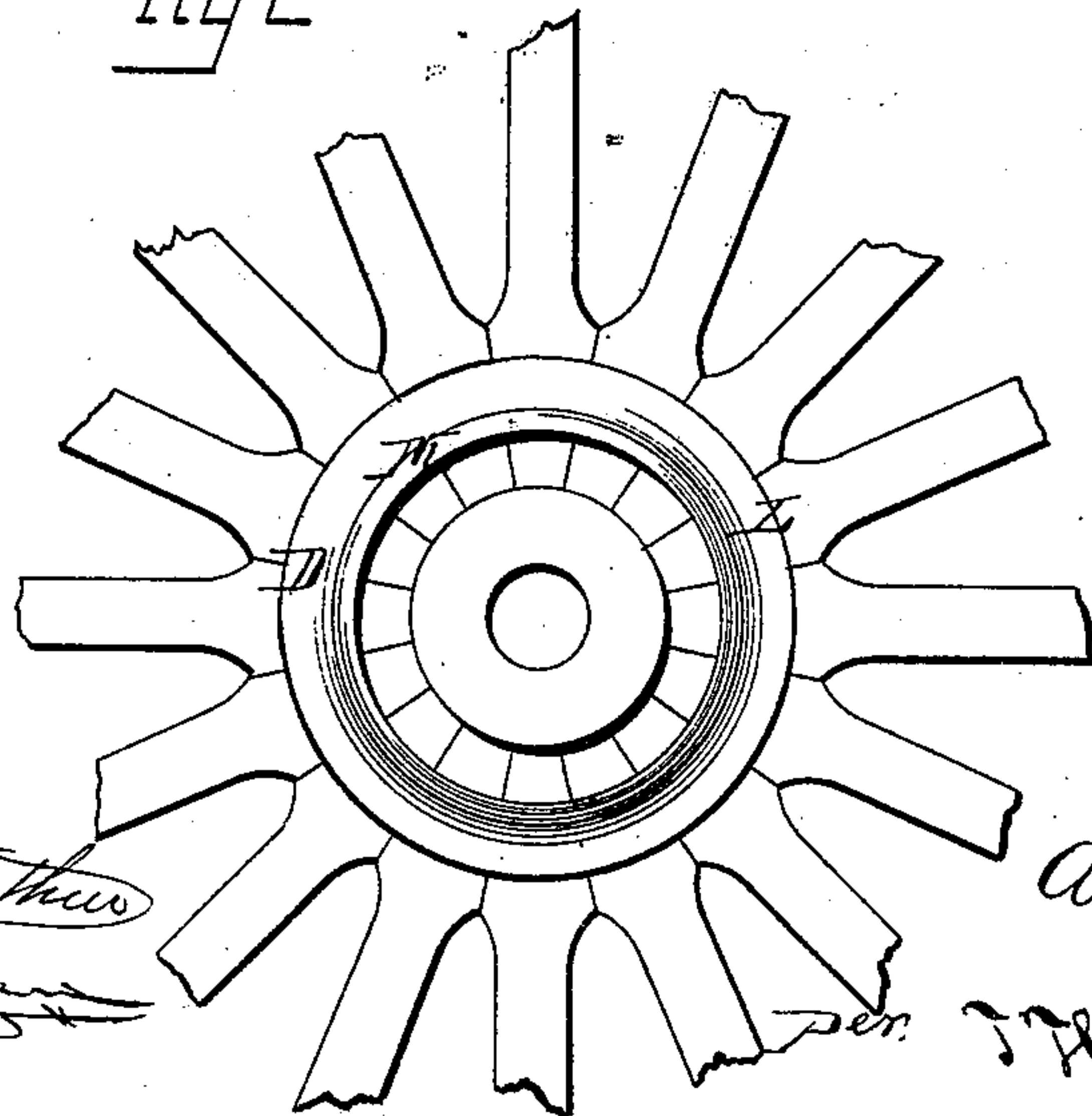


Fig 2



Witnesses:

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UNITED STATES PATENT OFFICE.

ALVAH A. PHILBRICK, OF COLDWATER, MICHIGAN.

VEHICLE-WHEEL HUB.

SPECIFICATION forming part of Letters Patent No. 226,783, dated April 20, 1880.

Application filed February 21, 1880.

To all whom it may concern:

Be it known that I, ALVAH A. PHILBRICK, of Coldwater, in the county of Branch and State of Michigan, 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 peculiar construction of a vehicle-hub, as will be hereinafter more fully explained, and pointed out in the claims.

Figure 1 represents a central longitudinal section of a hub embodying my invention, and Fig. 2 is an end view of the circumferential band with the removable band detached.

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.

A designates a hub provided with the circumferential band B, which is formed with the two annular flanges C D and a series of intermediate mortises, E, for the reception of the spokes.

F represents the removable band or shell, which has an enlarged inner end, G, formed with an exterior line of screw-thread, H. This band F is passed through a flanged collar, I, which is screwed upon the screw-threaded end G of the said band or shell.

The flanged part D of the band B is screw-threaded upon its inner face for the reception of the screw-threaded end of the band F. F and I may be of one piece, if desired.

An annular space, K, is left between the screw-threaded end G and the flange L of the collar I, which receives a flange, M, which runs around the inner edge of the flanged part D of the rigid circumferential collar. Hence, when the detachable band is screwed into the rigid band the flange M will fit into the annular

space K, while the flanged portion of the collar I fits over the said flange M and bears closely against the part D of the band B, so as to form a strong substantial hub. The flange of the collar also bears against the spokes, thus holding them firmly in place.

It will be noticed that the flange G is slightly longer than the flange I, and its face inclines inward. When screwed up this flange therefore presses against the lower ends of the spokes and forms a dovetailed end, as seen in the drawings.

On the back end of the hub-shell is a stop, O, to prevent the wood core from going through too far.

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

1. The flange G, having its face inclined inwardly to form a dovetail for holding the spokes firmly in place, substantially as shown and described.

2. The combination of the band or shell F, having its inner end, G, inclined with the spokes of a wheel, substantially as and for the purposes set forth.

3. The combination of hub A, having the circumferential band B and flanges C D, with flange I and shell F, all substantially as and for the purposes set forth.

4. The combination of the flanged collar I with shell-band F, having an enlarged screw-threaded end, G, and the annular space K between the flange of the collar and the screw-threaded part of the band, substantially as and for the purposes set forth.

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

ALVAH A. PHILBRICK.

Witnesses:

H. H. BARLOW,
J. C. LEONARD.