S. T. F. STERICK.

Carriage-Hub.

No. 226,888. Patented April 27, 1880.

Fig. 1

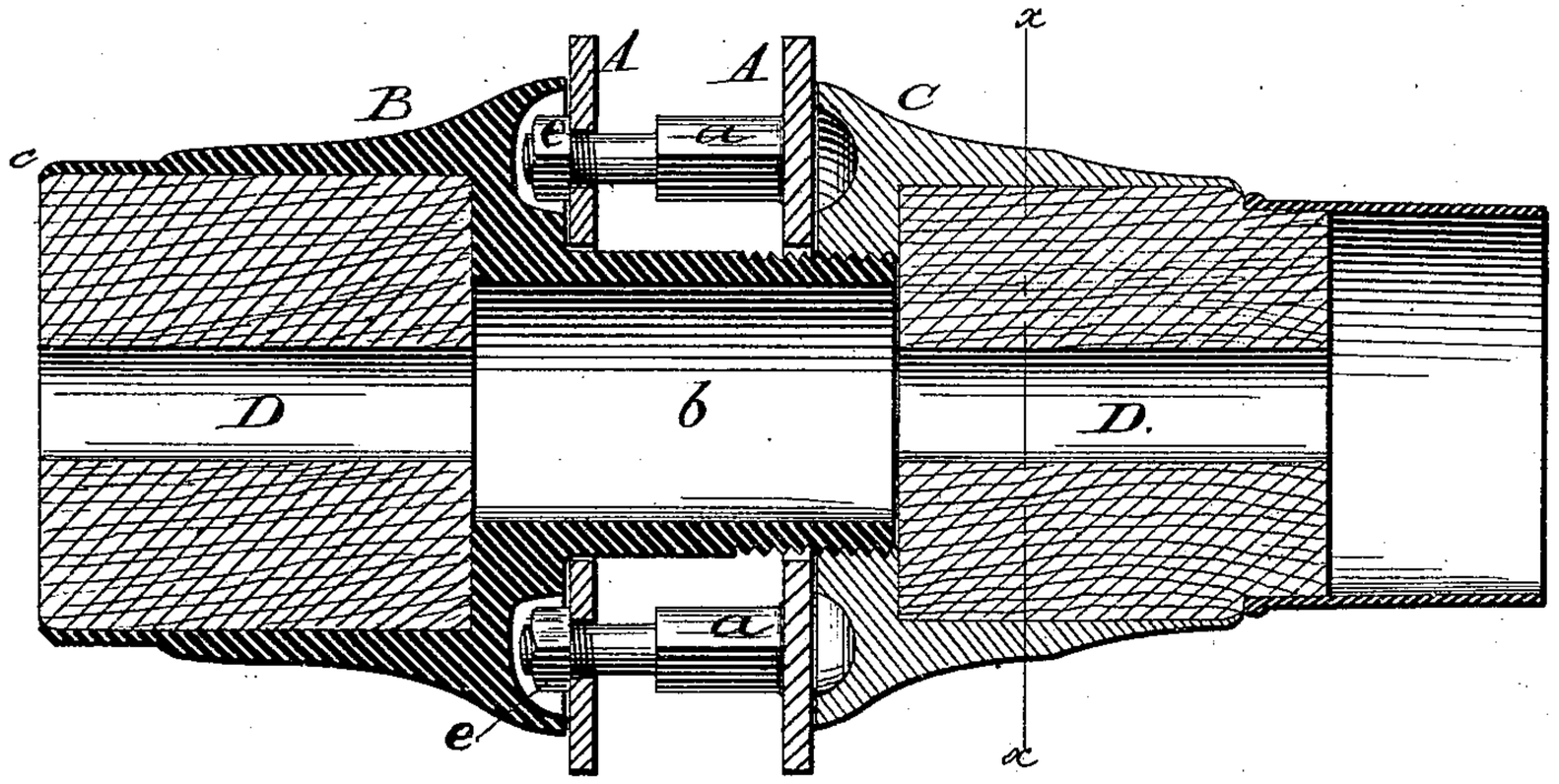


Fig. 2.

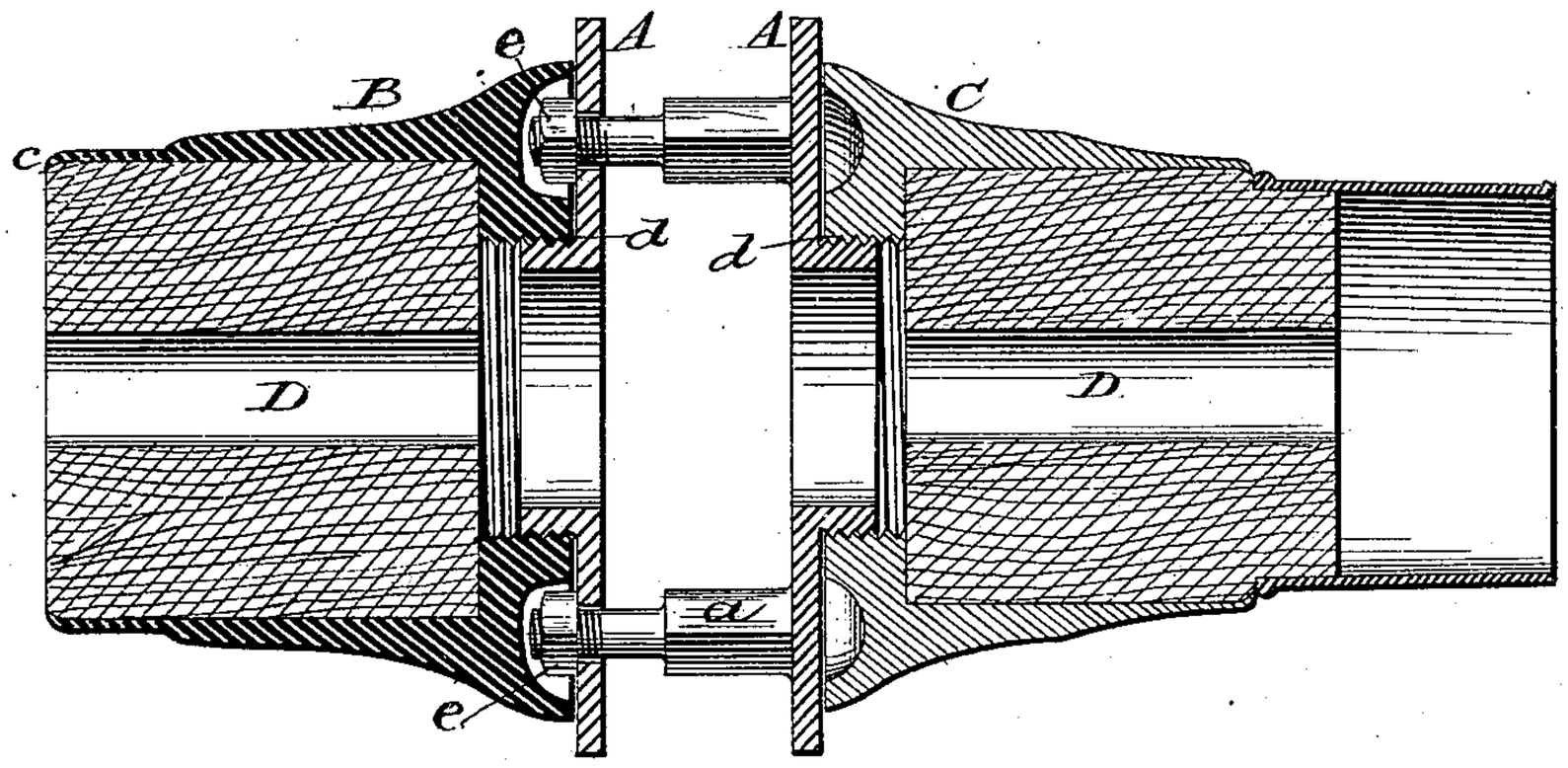
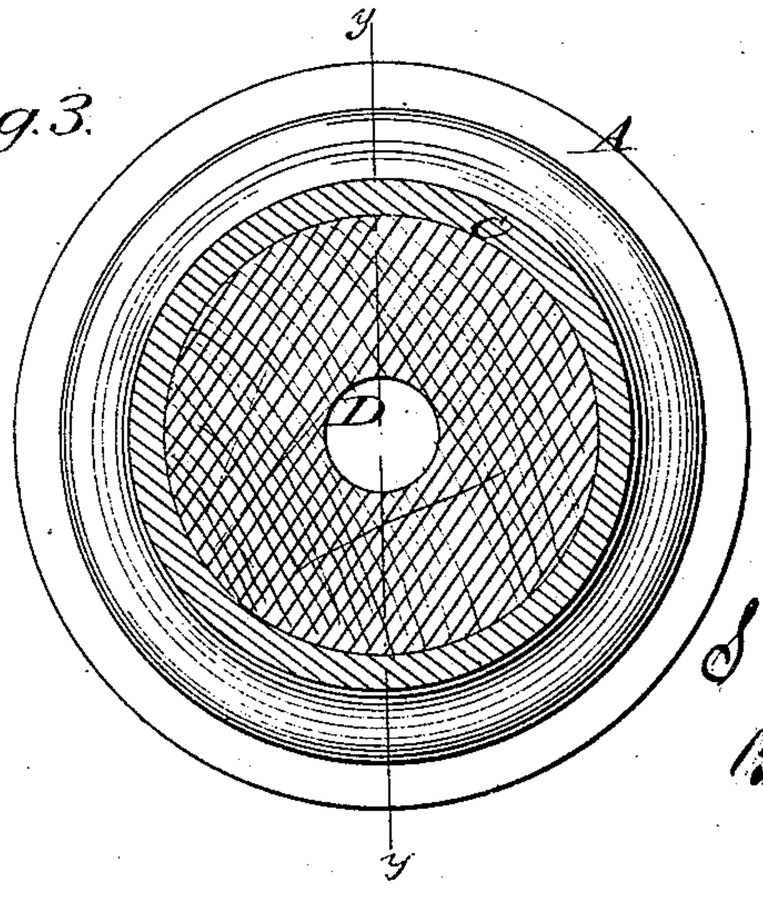


Fig. 3.



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CARRIAGE-HUB.

SPECIFICATION forming part of Letters Patent No. 226,888, dated April 27, 1880.

Application filed February 6, 1880.

To all whom it may concern:

Be it known that I, SYLVESTER T. F. STERICK, of Georgetown, in the District of Columbia, have invented certain Improvements in Carriage-Hubs, of which the following is a specification.

The object of my invention is to provide a hub which shall possess the advantages of both the wooden and the metal hubs such as are in common use—that is to say, a hub which shall have both strength and elasticity and which may be applied readily to the ordinary boxes and axles.

With this end in view I construct a hub the main or spoke-holding portion of which is made of metal in any approved form, and provide the same at the ends with a central wooden bushing or lining, which may be bored out in the same manner as a wooden hub, to receive the axle-box. This bushing gives a limited amount of elasticity between the wheel and the axle, and adapts the hub for use on existing vehicles without the employment of new or special axles or boxes.

I am aware that wooden hubs in which the spokes are seated or held entirely or mainly in the wood have been strengthened by the application of external metallic bands and jackets; but in my hub the metallic spoke-holding feature is retained.

The special construction of the central metal portion of the hub forms no part of my present invention, but may be of any approved character. I prefer, however, to make use of the construction represented in the patents heretofore granted to me, and have accordingly shown the same in the accompanying drawings.

The form of the wooden bushing and the manner of inserting and securing the same may be modified, provided it is secured firmly and centrally in the two ends.

Figure 1 represents a longitudinal central section of my improved hub; Fig. 2, a like view of the same in a slightly modified form; Fig. 3, a cross-section on the line *x x*.

A A represent two parallel rings of flat form to clamp and hold the ends of the spokes, the rings being united and drawn together by means of necks or bolts *a*, cast on one of them and extended through the other and through nuts on the outer side, as shown.

B and C represent two metallic ends, forming jointly with the central rings the body of the hub, and united by means of a central tubular neck, *b*, formed on the part B and screwed into the part C, as shown.

The metallic ends B and C are each formed with a cylindrical cavity of large size extending from the outer ends inward, and each of these cavities is filled by a central wooden block or bushing, D, driven firmly therein and secured by spinning down the end of the metal, as shown at *c*, or in any other suitable manner.

The metal neck *b* has its opening made of such size as to admit the largest axle-box that will be demanded in practice, and each wooden bushing is preferably provided with a small central hole to guide a boring-tool, and thus facilitate the fitting of the box in an accurate manner.

The hub will be made and put on sale in the form shown in the drawings.

When required for use the bushing is bored out and the axle-box driven therein in the same manner as into the ordinary wooden hub. This may be done by any wheelwright of ordinary skill and with his ordinary tools, thus permitting wheels which have my hub to be universally adopted at comparatively small expense.

The wheel represented in Fig. 2 is the same as that shown in Fig. 1, except that the central neck is omitted, and, as a substitute therefor, the parts B C threaded and screwed at *d* to flanges on the plates A.

While it is preferred, in ordinary cases, to insert the bushing from the outer ends, as shown, the end pieces, B C, may be recessed to admit of the bushing being inserted from the middle outward at or before the assemblage of the parts.

Having described my invention, what I claim is—

A hub composed of the tubular metallic sections B C, provided with the wooden cores D D, in combination with the spoke-clamping rings or collars A A, said sections being connected by screw-threads, substantially as shown, whereby they can be brought to bear against and made to support the clamping rings or collars with the spokes on each side, as set forth.

SYLVESTER T. F. STERICK.

Witnesses:

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