

(Model.)

J. D. TORRENCE.

HUB.

No. 254,729.

Patented Mar. 7, 1882.

Fig. 1.

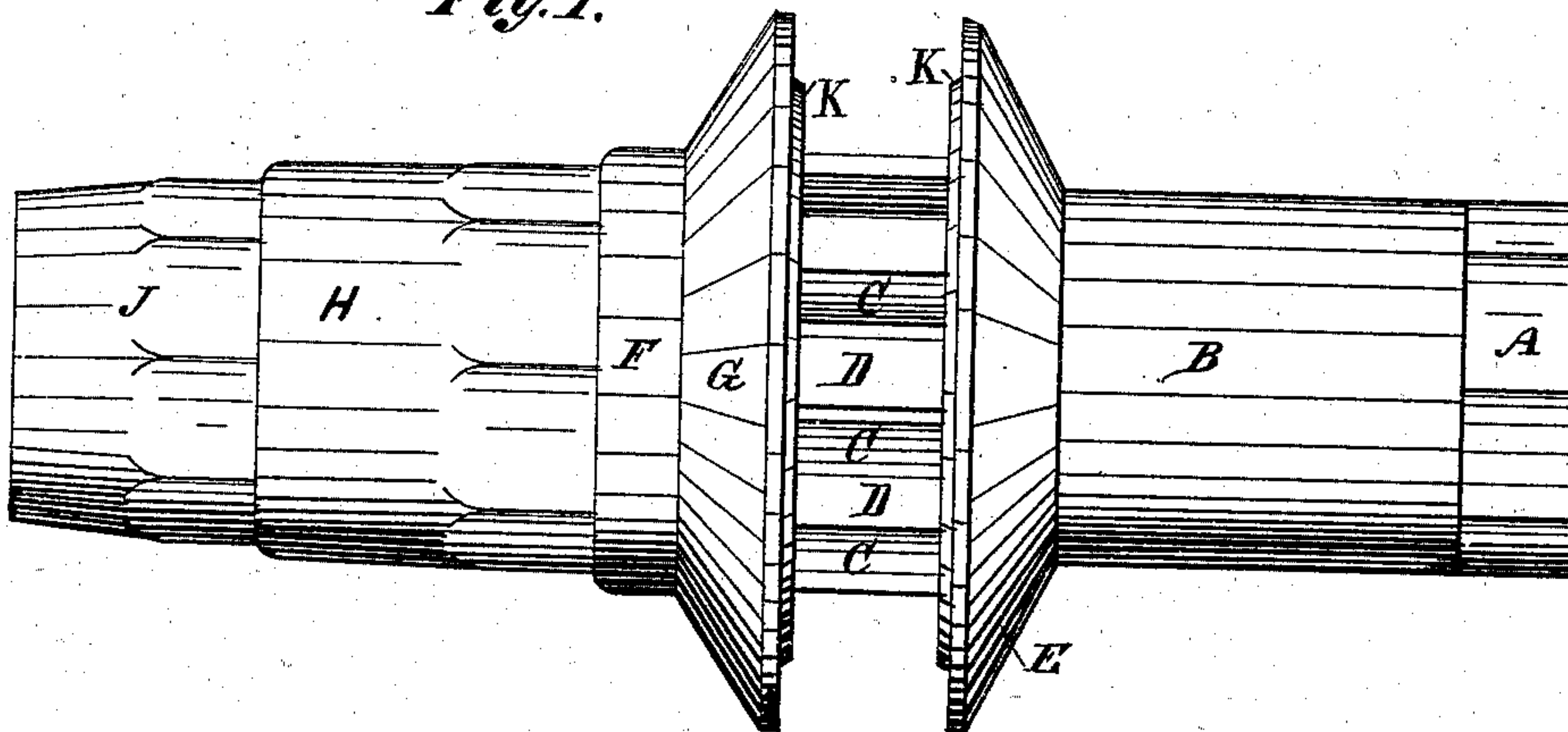


Fig. 2.

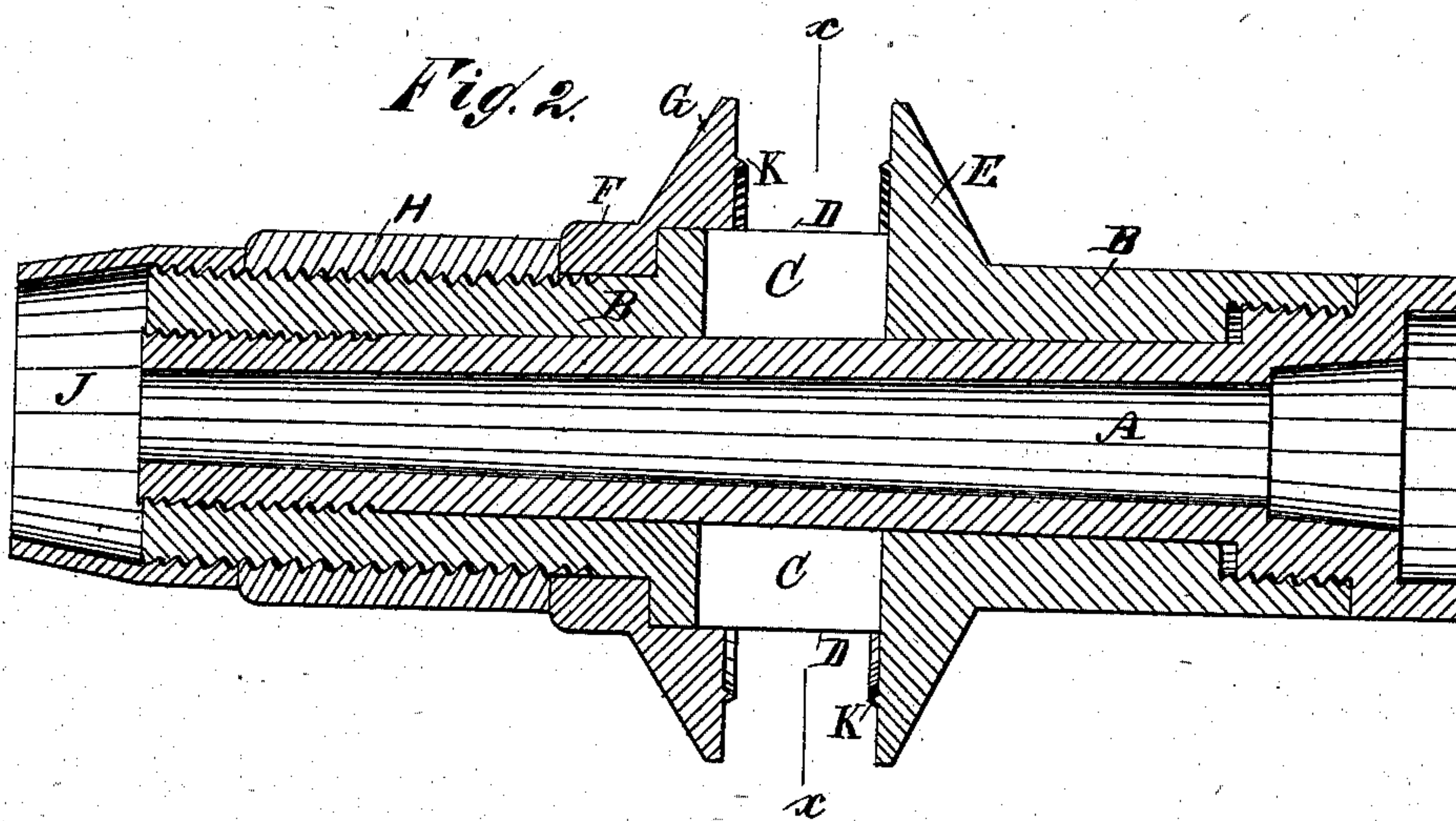
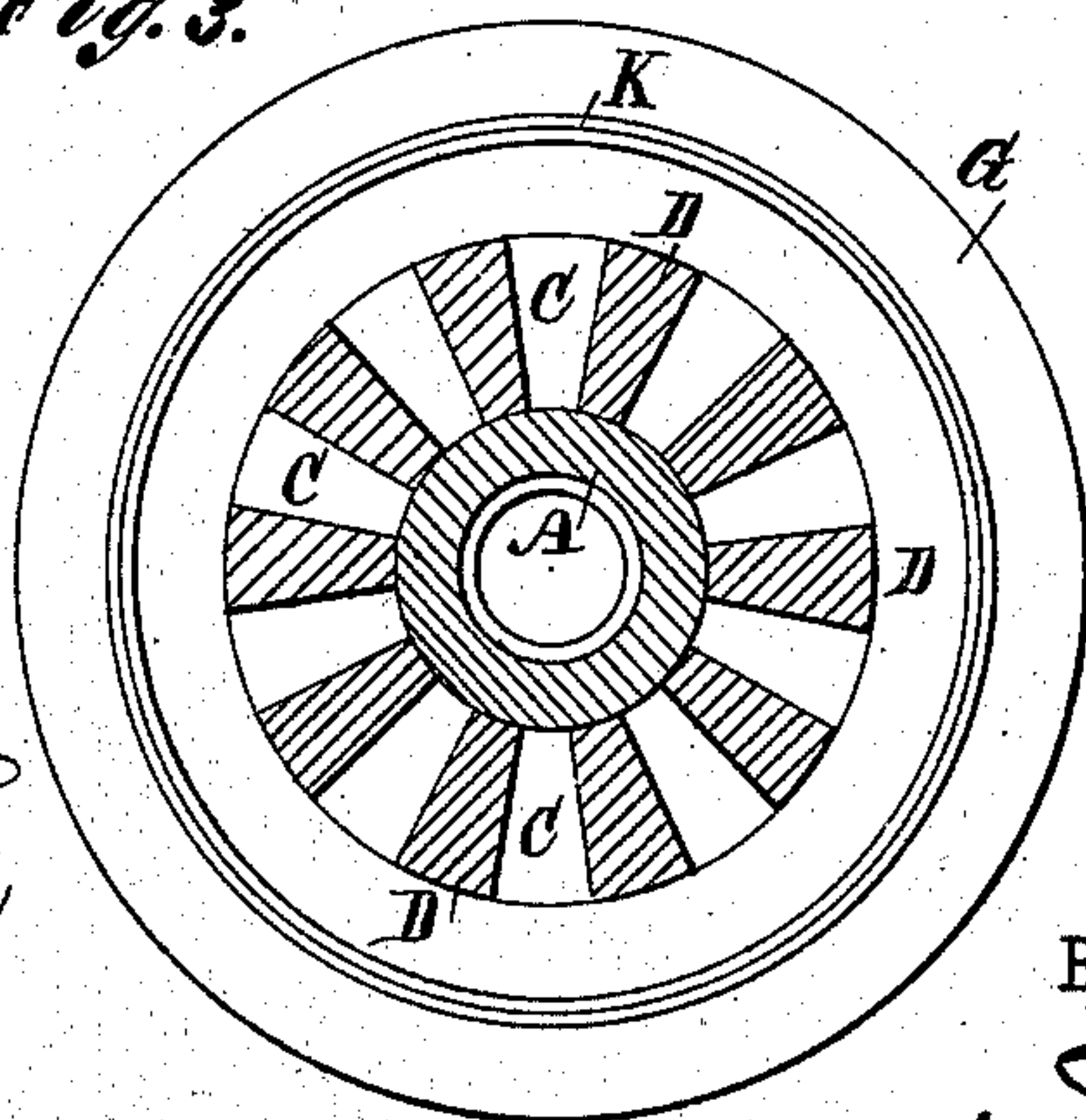


Fig. 3.



WITNESSES:

Thos. G. Master
C. Bedgwick

INVENTOR:

J. D. Torrence
BY *Mum & Co*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

JOHN D. TORRENCE, OF VERMILLIONVILLE, LOUISIANA.

HUB.

SPECIFICATION forming part of Letters Patent No. 254,729, dated March 7, 1882.

Application filed August 15, 1881. (Model.)

To all whom it may concern:

Be it known that I, JOHN D. TORRENCE, of Vermillionville, in the county of La Fayette and State of Louisiana, have invented a new and Improved Hub, of which the following is a specification.

The object of my invention is to provide a new and improved hub for wagon or carriage wheels, which is simple in construction, light, and durable.

The invention consists in a tubular core containing the axle-box and provided with a ring of mortises and an adjoining collar against which one side or edge of the spoke-tenons fitting in the mortises are placed, the tenons being held in place by a ring having a flange like the above-named collar, which flange is placed against the other side of the tenons and is held in place by a screw-sleeve on the core, to the end of which core the dust-cap is then screwed. The collar and the flange are provided on their inner surface with annular knife-edges, which are forced into the sides of the tenons and prevent slipping.

In the accompanying drawings, Figure 1 is a longitudinal elevation of my improved hub. Fig. 2 is a longitudinal sectional elevation of the same. Fig. 3 is a cross sectional elevation of the same on the *xx*, Fig. 2.

Similar letters of reference indicate corresponding parts.

The tapering axle-box A, provided at its inner end with enlargements for the collar on the axle, is screwed into a tubular core, B, of the hub, this core being preferably made of cast-iron. It is provided at or near its middle with a ring of mortises, C, the separating partitions D of which project above the surface of the core B, so that the depth of the mortises will be greater than the thickness of the core B.

The core B is provided with a collar, E, forming the stationary end wall of the mortises and having a height equal to about double the depth of the mortises.

A ring, F, is provided with a flange, G, of the same outer circumference as the collar E, and this ring fits on the core B.

The outer end of the core B is threaded to permit screwing thereon a sleeve, H, for holding the ring F in place.

A dust-cap, J, is screwed on the outer end of the core B.

The collar E and the flange G are provided

with annular sharp edge projections or ridges K on the inner surfaces.

The sleeve H and the dust-cap J are made partially polygonal to prevent the wrench from slipping while screwing them on the core.

The tenons of the spokes are passed into the mortises C, one side surface of these tenons resting against the inner surface of the collar E. The flange G is placed against the opposite side surface, and is pressed firmly against the tenons by the screw-sleeve H, which is screwed on the core B. The sharp ridges K K are pressed into the side surfaces of the tenons and assist in holding the tenons in the mortises and prevent all slipping of the tenons. By means of the sleeve H the flange G can be pressed against the tenons with great force, so that the tenons will be held very firmly between this ring and the collar E.

As the mortises C are deeper than the thickness of the core, a very deep socket for spokes can be formed on a core of very little thickness.

If desired, the screw-sleeve H can be dispensed with and the ring F can be screwed on the core; but I prefer the construction shown and described.

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

1. In a hub, the combination, with the mortised core B and fixed collar E, provided with sharp-edged annular ring K, of the adjustable flanged ring F, provided with sharp-edged annular ring K, sleeve H, and dust-cap J, substantially as herein shown and described.

2. In a hub, the combination, with the mortised core B, fixed collar E, adjustable flange ring F, sleeve H, and dust-cap J, of the detachable axle-box A, provided with screw-threads and adapted to be removed and replaced, substantially as shown and described.

3. In a hub, the combination, with the core B, provided with the ring E, and flanged ring F, provided with the sharp annular rings on their inner surfaces, sleeve H, and dust-cap J, of the partitions D, forming spoke-mortises C between them integral with and projecting above the surface of the core B, substantially as shown and described.

Witnesses: JOHN D. TORRENCE.
M. F. RIGUES,
ED. PELLERIN.