

(No Model.)

A. P. TAYLOR.
VEHICLE HUB.

No. 490,089.

Patented Jan. 17, 1893.

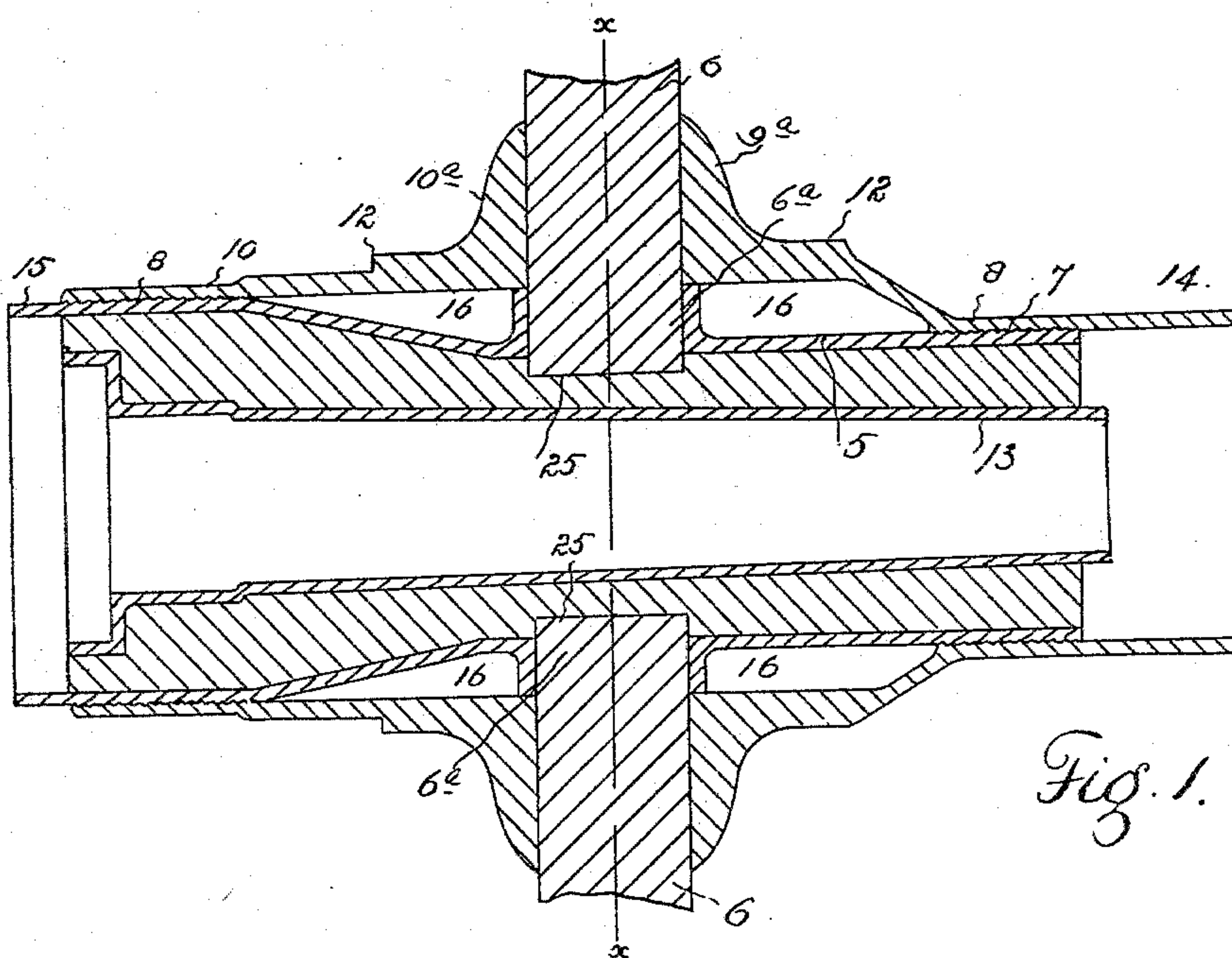


Fig. 1.

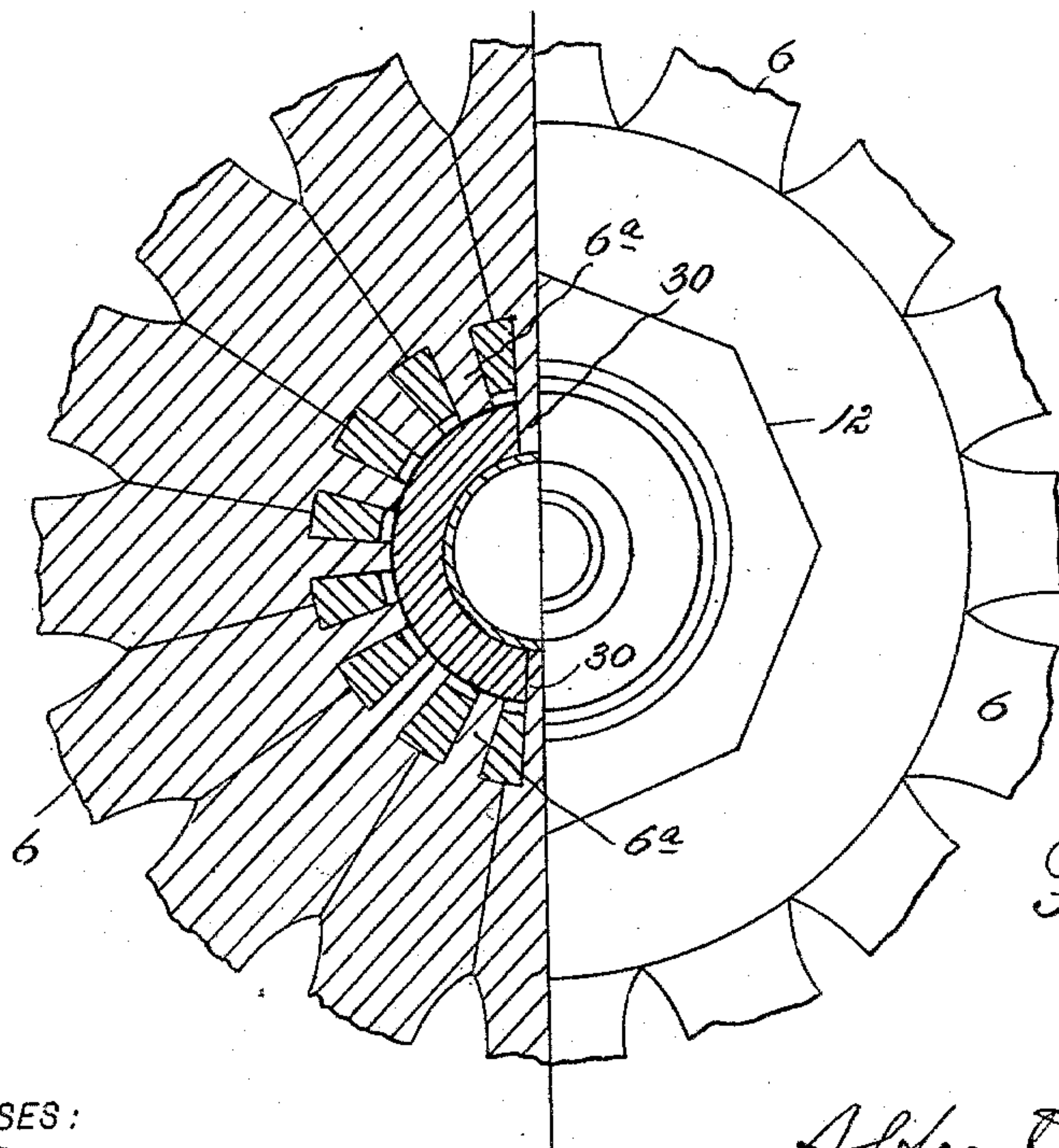


Fig. 2.

WITNESSES:

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VEHICLE-HUB.

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Application filed April 11, 1892. Serial No. 428,596. (No model.)

To all whom it may concern:

Be it known that I, ALFRED P. TAYLOR, a citizen of the United States of America, residing at Denver, in the county of Arapahoe and State of Colorado, have invented certain new and useful Improvements in Vehicle-Hubs; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention relates to improvements in vehicle hubs and the object of the invention is to provide a hub which shall be of simple and economical construction, reliable, durable and practicable in use.

To these ends the improvement consists of the features, arrangements and combinations hereinafter described and claimed.

My improved hub will be fully understood by reference to the accompanying drawings in which is illustrated an embodiment thereof.

In the drawings, Figure 1 is a longitudinal section taken through the center of the hub. Fig. 2 is a view partially in section taken on the line $x-x$, Fig. 1, and partly in elevation.

Similar reference characters indicating corresponding parts or elements of the mechanism in the several views let the numeral 5 designate a cylindrical metallic shell centrally recessed or apertured to receive the tenons 6^a of the spokes 6, and having its extremities externally threaded as shown at 7 and 8 to receive the correspondingly interiorly threaded parts of the hub sections 9 and 10 which are provided with flanges 9^a and 10^a having inner vertical faces engaging the spokes and angularly fashioned exteriorly as shown at 12 whereby a wrench may be applied either for the purpose of screwing them to place upon cylinder 5 or for removing them therefrom. Sections 9 of the hub project outwardly beyond the boxing 13 as shown at 14, while the inner extremity 15 of the cylinder 5 projects beyond the shoulder of the axle which engages the adjacent extremity of the hub. The cylinder 5 is cut away between its central apertured zone and its threaded extremities leav-

ingspaces or chambers 16 underneath the hub sections, the object being to make the hub as light as is consistent with the maintenance of a proper degree of strength and durability.

Between the cylinder 25 and the boxing 13 is located a wooden filling 20, which is first driven into the cylinder as a solid piece of wood before the insertion of the spokes and then bored out to form an opening for the box. This wooden filling is provided with a shallow exterior circumferential recess 25 for the reception of the spoke-tenons which entering this recess prevent the lateral displacement of the filling, while it is provided with two apertures extending entirely therethrough and preferably oppositely disposed or diametrically located to receive two correspondingly lengthened spoke tenons 30 as shown in Fig. 2. This feature prevents any rotary displacement or movement of the filling. After the filling has been bored and the box placed in position the spokes are inserted and the hub sections secured in place.

Having thus described my invention what I claim is:—

1. In a vehicle hub the combination of a cylindrical metallic shell centrally apertured and exteriorly threaded at its extremities, the hub sections interiorly threaded to engage the threaded portions of the shell and provided with inner flanges adapted to engage the spokes, a suitable metal box and a wooden filling between the box and the cylinder, said filling being provided with an external circumferential recess, and suitable spokes, the tenons of which pass through the apertures in the cylinder and enter the recess in the filling, substantially as described.

2. In a vehicle hub the combination of the centrally apertured cylindrical shell exteriorly threaded at its extremities, the interiorly threaded hub sections having inner flanges provided with vertical faces to engage the spokes, a suitable metal box for the axle spindle, a wooden filling between the box and cylinder, said filling being provided with a shallow circumferential recess adapted to receive the extremities of the spoke-tenons, and two apertures extending through the filling, and spokes the tenons of which enter the apertures in the shell and extend into the recesses

of the filling, two of the tenons which are formed of sufficient length passing through the apertures in the filling, substantially as described.

5 3. In a vehicle hub the combination of the metallic shell centrally enlarged and apertured and externally threaded at its extremities, the flanged hub sections interiorly threaded to engage the cylinder, vertically faced to engage
10 the spokes and projecting externally beyond the box, a metal box for the axle spindle, a wooden filling located between the box and cylinder, circumferentially recessed to receive the spoke tenons, and provided with two

diametrically located apertures extending 15 through the filling and spokes the tenons of which pass through the apertures in the shell and enter the recess in the filling, two of the spokes being lengthened and entering the apertures in the filling, substantially as de- 20 scribed.

In testimony whereof I affix my signature in presence of two witnesses.

ALFRED P. TAYLOR.

Witnesses:

WM. MCCONNELL,
MURIEL STRODE.