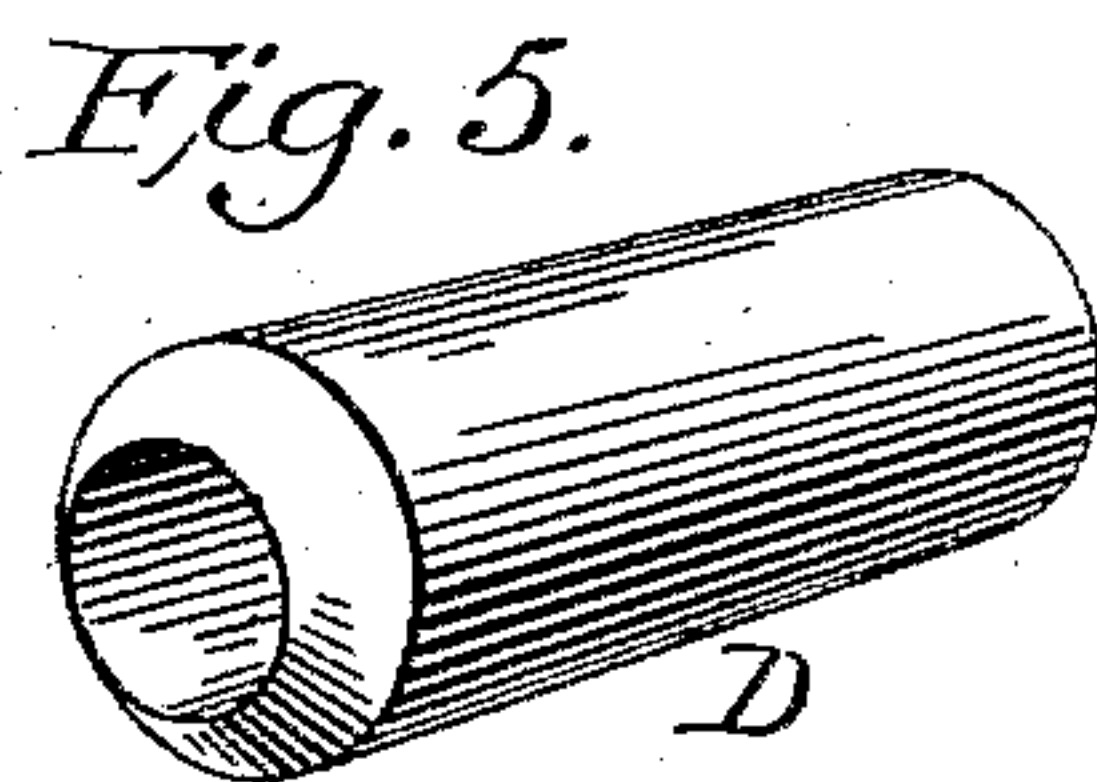
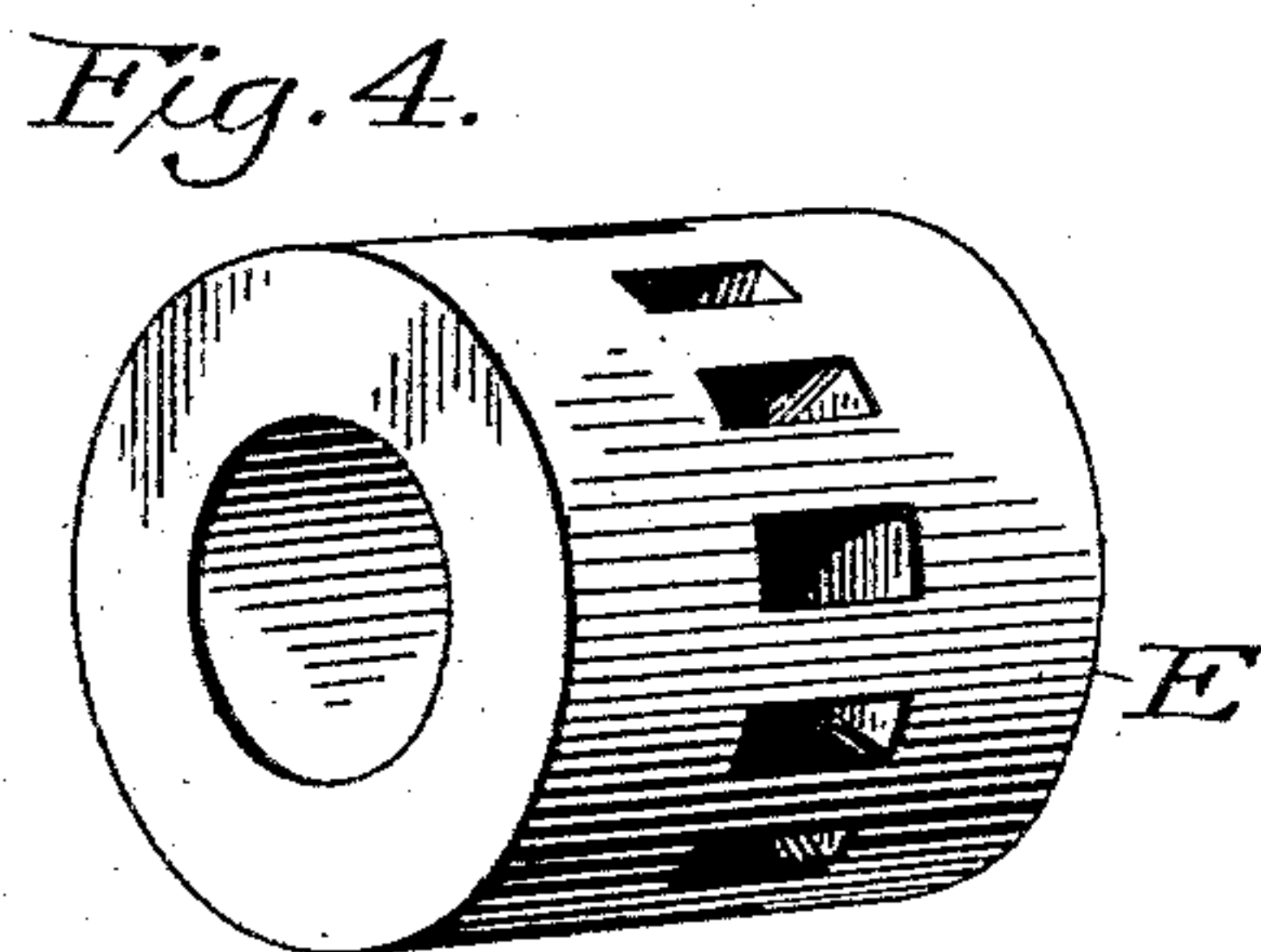
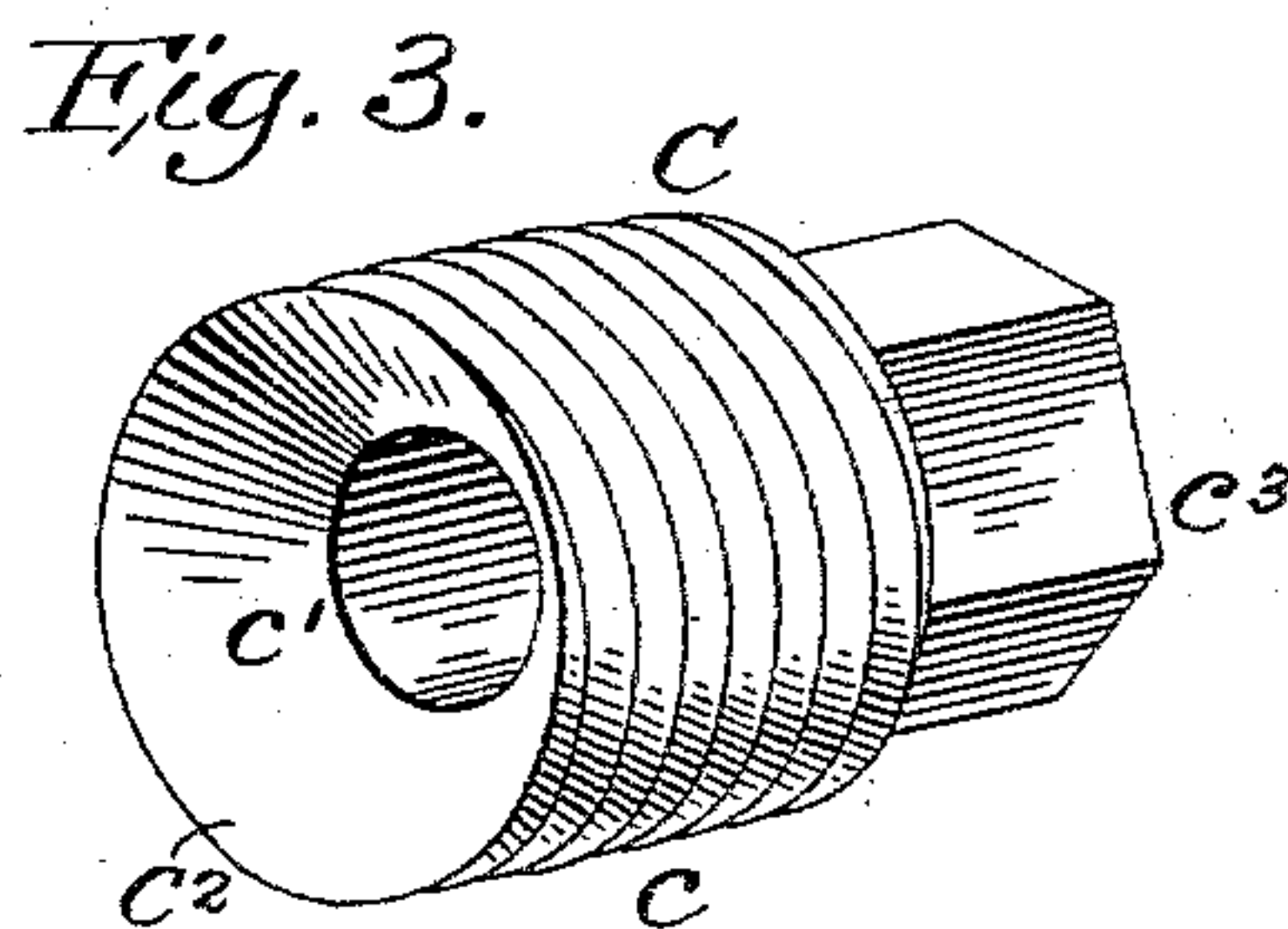
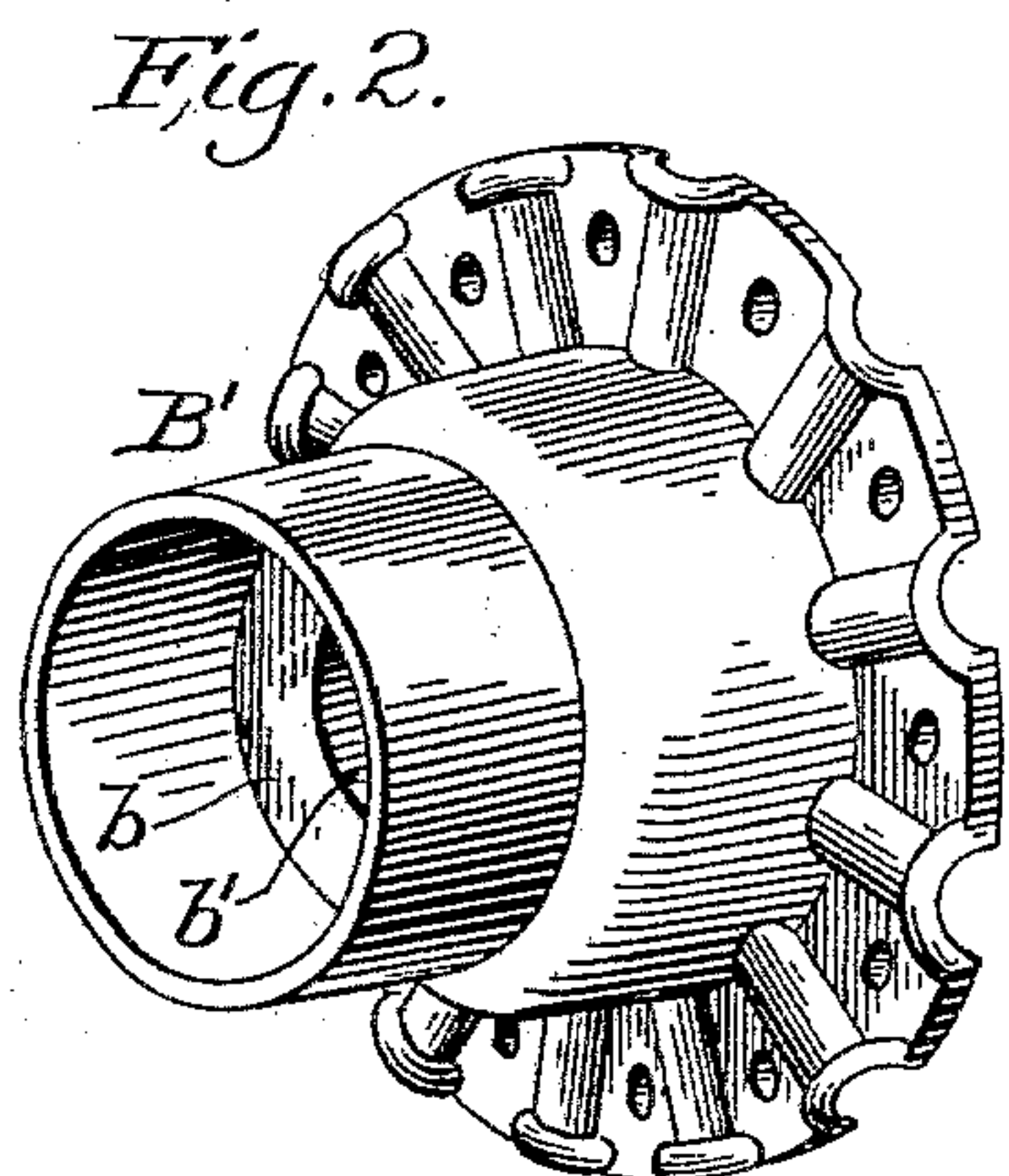
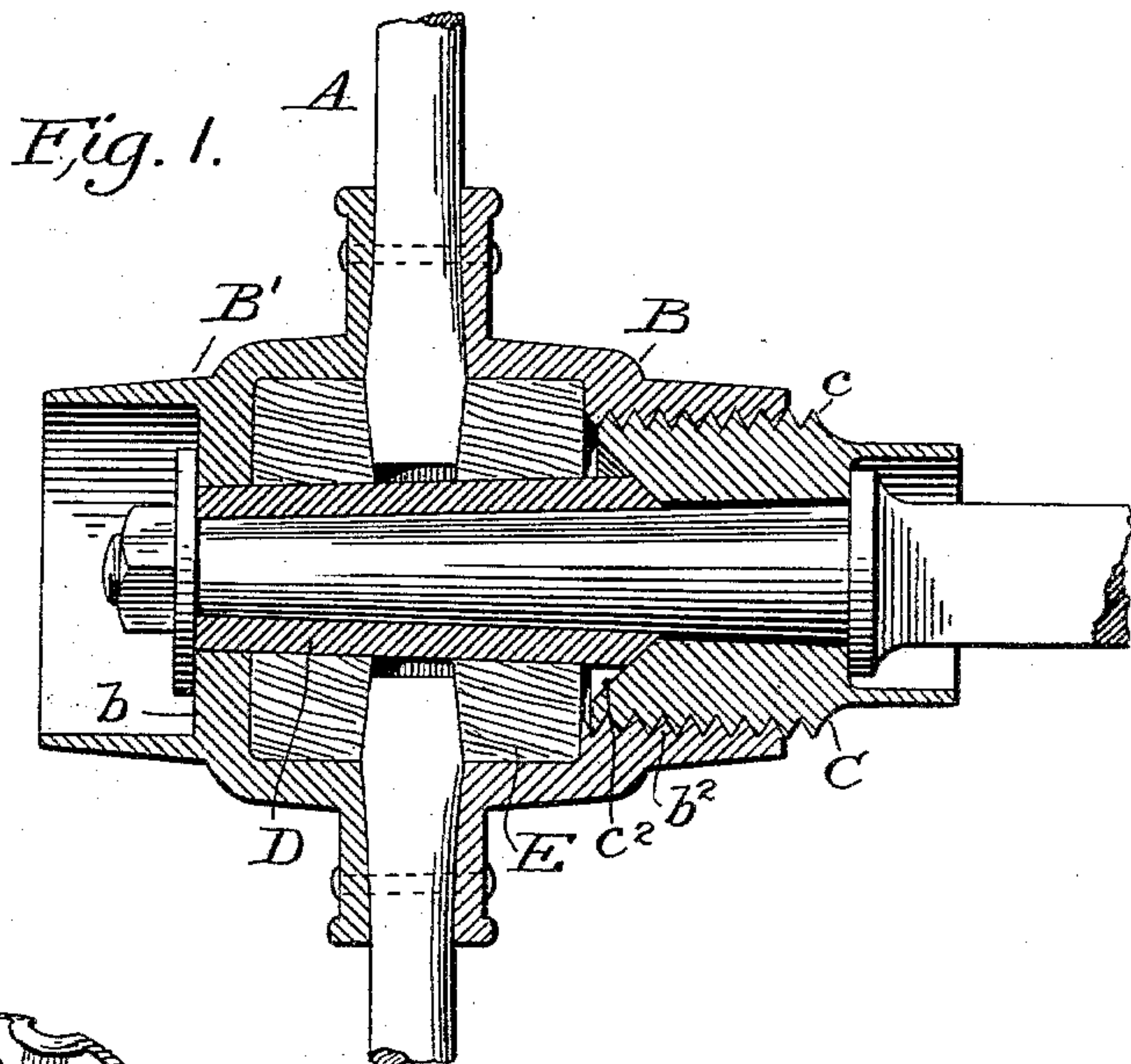


(No Model.)

H. W. DENHAM.
VEHICLE HUB AND BOX.

No. 597,711.

Patented Jan. 25, 1898.



WITNESSES

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HOWARD W. DENHAM, OF BRONSON, FLORIDA.

VEHICLE HUB AND BOX.

SPECIFICATION forming part of Letters Patent No. 597,711, dated January 25, 1898.

Application filed December 29, 1896. Serial No. 617,381. (No model.)

To all whom it may concern:

Be it known that I, HOWARD W. DENHAM, a citizen of the United States, residing at Bronson, in the county of Levy and State of Florida, have invented certain new and useful Improvements in Hubs and Boxes; and I do hereby 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.

This invention relates to improvements in wheels, and has more particular relation to the hubs and bearing-boxes of the same.

The invention consists of certain novel constructions, combinations, and arrangements of parts, all of which will be hereinafter more particularly set forth and claimed.

In the accompanying drawings, forming a part of this specification, Figure 1 represents a central vertical section through the wheel constructed according to my invention. Fig. 2 represents an enlarged detail perspective view of one section of the hub. Fig. 3 represents a similar view of a screw-threaded sleeve or nut. Fig. 4 represents an enlarged detail perspective view of the wood hub-section for receiving the spokes, and Fig. 5 represents an enlarged detail perspective view of the bearing-boxes.

A in the drawings represents the wheel; B B', the respective hub-sections; C, the screw-threaded sleeve or nut; D, the bearing-box, and E the spoke-receiving hub-section. The two hub-sections B B' are of the usual sleeve-and-flange construction, adapted for the attachment of the spokes between the same. The hub-section E, which is preferably of wood, is hollow and provided with a plurality of sockets upon its periphery for the reception of the ends of the spokes of the wheel. The hub-section B' is provided with an internal partition *b*, having an aperture *b'*. The section B is screw-threaded internally, as at *b*², for the reception of screw-threads *c*, formed on the exterior of the sleeve or nut C. This sleeve is provided with a passage *c'* there-through, which is beveled at its inner end, as at *c*², for a purpose hereinafter described. The end of said sleeve C is given an angular formation *c*³, so that it may be readily grasped and turned by wrench to tighten the nut in position. The said bearing-box D is of any

ordinary construction, with the exception that its inner end is slightly beveled to fit the bevel *c*² of the nut C.

When the different portions of my improved hub are to be applied together, the hub-sections B and B' are first secured in position with the spokes of the wheel within the same. The box D is then forced through said hub-section with its end resting in the aperture *b'* of the partition *b*. The nut C is now applied in the section B and turned forward until the bevel-face *c*² engages the beveled end of the bearing-box, which firmly clamps said box in position within the hub. The extended angular portion *c*³ of the nut acts as a dust or sand guard to protect the bearing-box D.

It will be observed from the foregoing description that, while all the parts of my improved hub are locked effectually together by the nut C, they at the same time may be readily removed, when so desired, for the insertion of a new bearing-box or the repair of the old one, and the said nut C may be moved forward from time to time, as the bearing wears, to prevent any rattling of the same.

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

1. In a wheel-hub, the combination with two hub-sections adapted to be applied together and one provided with an internal apertured web and the other with internal screw-threads, of a bearing-box adapted to have one end seated in the aperture of the web, and a screw-threaded nut adapted to be applied in the screw-threaded section and having a socket at one end adapted to receive and support the opposite end of the bearing-box, substantially as described.

2. In a wheel-hub, the combination with two separable sections one of which is provided with an internal apertured web and the other with internal screw-threads, of a bearing-box adapted to have one end mounted in the aperture of said web, a hollow socketed spoke-receiving hub adapted to be mounted in the separable sections, and a nut adapted to engage the screw-threads of one of the sections and having a socket formed therein at one end and adapted to receive and support one end of the bearing-box, substantially as described.

3. In a wheel-hub, the combination with two
separable sections one of which is provided
with an apertured web and the other with in-
5 internal screw-threads, of a bearing-box adapted
to have one end mounted in the aperture of
said web and having its opposite end formed
into a truncated cone, and a hollow screw-
threaded nut having a conical socket in one
10 bearing-box to support the same in position,
substantially as described.

4. In a wheel-hub, the combination with two
separable sections one of which is provided
with an internal apertured web and the other
15 with internal screw-threads, of a tapering

bearing-box adapted to have one of its ends
passed into the aperture of the web so as to
wedge therein, and a screw-threaded nut
adapted to engage the screw-threads of one of
the sections of the hub and having a socket 20
formed therein and adapted to receive and
support one end of the bearing-box, substan-
tially as described.

In testimony whereof I have signed this
specification in the presence of two subscrib- 25
ing witnesses.

HOWARD W. DENHAM,

Witnesses:

S. E. SCARBROUGH,

W. J. PARKER.