(No Model.)

F. M. PRIESTLEY.

VEHICLE HUB.

No. 259,916. Patented June 20, 1882.

Fig. 1.

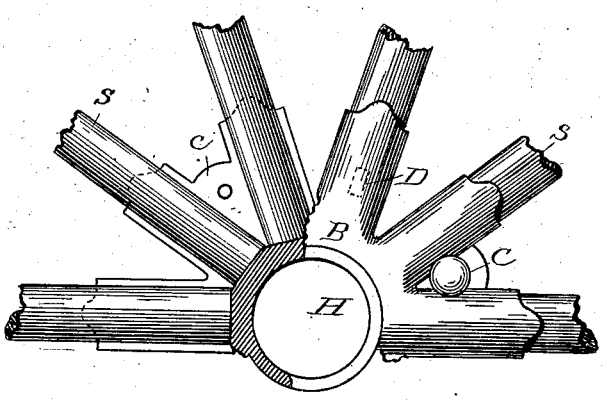


Fig. 2.

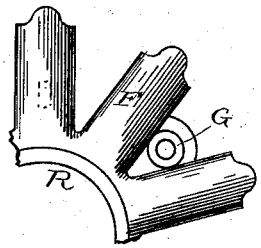


Fig. 3.

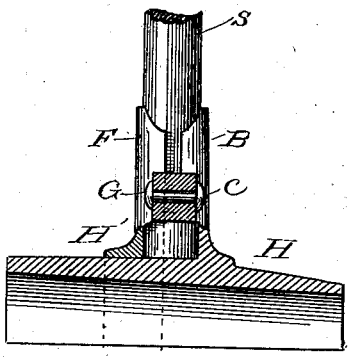
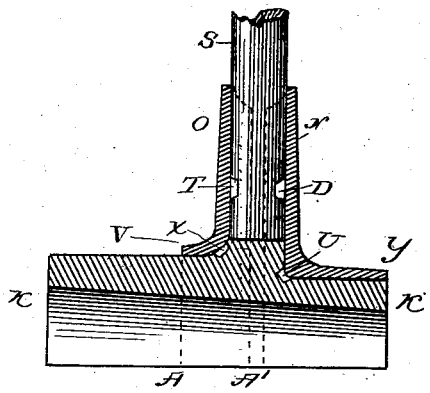


Fig. 4.



Attest:
Walter S. Baldwin
F. L. Middleton

Inventor:
Forrest M. Priestley
by Ellis Spear
Atty.

UNITED STATES PATENT OFFICE.

FORREST M. PRIESTLEY, OF GRAND RAPIDS, MICHIGAN, ASSIGNOR OF ONE-HALF TO WILLIAM R. FOX, OF SAME PLACE.

VEHICLE-HUB.

SPECIFICATION forming part of Letters Patent No. 259,916, dated June 20, 1882.

Application filed December 17, 1881. (No model.)

To all whom it may concern:

Be it known that I, FORREST M. PRIESTLEY, a citizen of the United States, residing at Grand Rapids, in the county of Kent and State of Michigan, have invented a new and useful Hub and Spoke Fastener, of which the following is a specification.

My invention relates to wheels constructed for vehicles or any other use; and it consists in an improved method of attaching and combining the spokes and hub; and the objects of my invention are to obviate the expensive process of coring in casting metallic hubs and the corresponding expensive process of boring of wooden hubs, the tenoning of the spokes, and the driving of the same, and to make a hub and spoke fastener which is at once cheap, strong, and durable. I attain these objects by means of the appliances illustrated in the accompanying drawings, in which—

Figure 1 is a front view of a section of a hub with spokes fastened thereto; Fig. 2, a section of a metallic ring and arms used as fastener on the side of the hub and spokes opposite that shown in Fig. 1. Fig. 3 is a sectional view of a metallic hub with spoke attached; Fig. 4, a sectional view, showing application of my fastener when used with wooden hubs.

In Fig. 1, H represents the hub proper, of cast-iron or other suitable metal, cast solid with which, in one piece, are the upright standards B, and joined at suitable intervals, as at C C, where are holes or entrances for rivets or other suitable fasteners, as there shown.

In Fig. 2, R represents a ring cast with a suitable number of arms similar to those shown at F F, and joined at G in the same manner and at the same intervals as the standards upon the hub H.

In Fig. 3, S represents one of the spokes in position upon the hub H, and held firmly in place between the standard B of the hub H and the arm F of the ring R, said arm and standard having on their inner faces the spurs D, as shown in Figs. 1 and 2. In uniting spokes and hub the spokes are first placed in proper position upon the cast hub and standards H and B, and the ring R, made of the exact size of the outer circumference of that end of the hub shown at H′ in Fig. 3, is slipped over the same and against the spokes, as shown in Fig. 3, the holes or entrances G, between the arms of the ring R being placed exactly opposite those between the standards on the hub H, as shown at C. Pressure sufficient to bind the spokes firmly between the standards B and the arms F and to sink the spurs D into the spokes is then applied, and the rivets or other fasteners used to join the hub with standards B to the ring with its arms F, as shown in the sectional view at G and C in Fig. 3, and the operation is complete, the hub and spokes being thus securely and permanently joined.

Fig. 4 represents the manner of applying my spoke-fastener to wooden hubs. K K represent a wooden hub, with the raised bead or portion V, having the outer face of suitable width to receive the base of the spokes, with a shoulder on each side. A and A′ represent two metallic rings with a suitable number of arms, N and O, similar to those described in Fig. 2, cast with flanges of any desired width, as Y, and the spurs X and U on the inner face of the rings, and T and D on the inner faces of the arms. In uniting the parts of the wheel the rings are slipped over and around the hub K, the spokes placed in position, as shown, pressure being applied sufficient to sink the spurs T and D into the spokes and the spurs X and U into the shoulders of the bead V, the two rings A and A′ being then securely riveted or otherwise fastened, as before described. Thus at one operation all the spokes are securely united to the hub, and at the same time the spurs X and U firmly secure the rings to the hub, and the close-fitting flanged rings greatly strengthen and protect the hub itself.

What I claim as new, and desire to secure by Letters Patent, is—

1. A hub for vehicle-wheels, consisting of a sleeve, H, having the annular cast ring B, provided with semi-tubular standards, of the loose ring F, having corresponding standards, and adapted to fit upon the sleeve and the spoke S, each spoke being inclosed between a pair of such oppositely-placed standards.

2. The combination of the cast annular ring having the semi-tubular standards and the connecting-web, and provided with spurs P U, the spokes S, and the loose ring having corresponding standard and web, and spurs T X, each spoke being inclosed by the pressure of such standards and held by the spurs and by rivets passing through the web, as described.

FORREST M. PRIESTLEY.

Witnesses:
McGEORGE BUND,
J. W. SHERWOOD.