(No Model.)

P. GENDRON.

VEHICLE WHEEL.

No. 261,222. Patented July 18, 1882.

Fig. 1

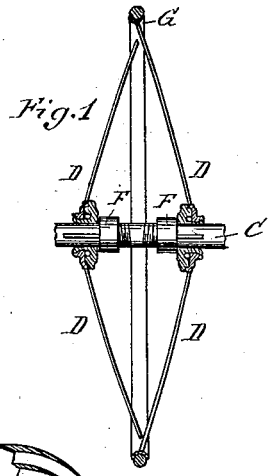


Fig. 2

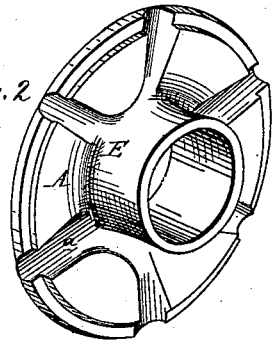


Fig. 3

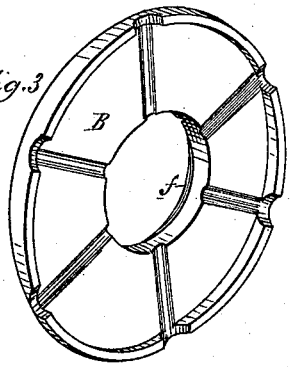
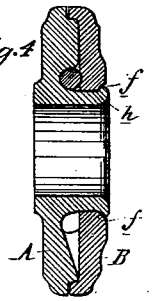


Fig. 4



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UNITED STATES PATENT OFFICE.

PETER GENDRON, OF TOLEDO, OHIO.

VEHICLE-WHEEL.

SPECIFICATION forming part of Letters Patent No. 261,222, dated July 18, 1882.

Application filed April 26, 1882. (No model.)

To all whom it may concern:

Be it known that I, PETER GENDRON, of Toledo, in the county of Lucas and State of Ohio, have invented new and useful Improvements in Vehicle-Wheels; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, which form a part of this specification.

The nature of this invention relates to new and useful improvements in the construction of vehicle-wheels; and the invention consists primarily in the peculiar construction of the hub, made in two parts and provided with channels of suitable form to receive the middle bend in a wire rod, the projecting ends of which form two spokes of the wheel; secondly, in the peculiar manner of securing the two parts of the hub together; and, thirdly, in the method of securing the hub and the wheel, as more fully hereinafter described.

Figure 1 is a vertical section through the axle and hub. Fig. 2 is a perspective of the inner face of one part of the hub. Fig. 3 is a like view of the other part of the hub. Fig. 4 is a central cross-section through the center of the hub when completed.

The invention is designed to be an improvement upon the vehicle-wheel patented to me April 21, 1874, and numbered 150,021.

In the accompanying drawings, which form a part of this specification, A represents the inner face of one portion of my hub, and this face is provided with circular channels *a* to receive the bend of the wire, the projecting ends D of which form the spokes, so that one piece of wire forms two spokes, being bent at its center to engage with the channels *a*, the bend abutting against the center wall, E, of the hub. This center wall extends some distance beyond the face, forming a collar upon which the other part, B, is sleeved. This part B, upon its inner face, is so constructed as to engage with the wire as placed into the part A, and is cast with the center orifice, and upon the outer side thereof is a depression, *f*. The two parts of this hub are preferably made of malleable iron, and they may be secured together, after the spokes are in place, by screws or otherwise without departing from the spirit of my invention. In certain kinds of work this method of securing the parts together might be preferable, as it would facilitate the replacing of broken spokes. In the drawings, however, is shown the collar *h* of the part A, riveted or peened over to fill the depression *f* in the outer face of the part B, thereby riveting the two parts together, which will be found very economical and effective for wheels for small velocipedes, children's wagons, and work of that class.

C is the axle, upon which two of these hubs are secured, at some little distance apart, by means of a slot and feather or a clutch, or in any of the known ways of securing such metallic hubs to metallic axles. The spokes from both sets of hubs meet at their outer ends in a centrally-situated tire or rim, G. When the hubs are secured by a slot and feather in the usual way the axle should be threaded a short distance between the hubs, and a circular nut, F, is employed for the purpose of expanding the spokes, should they become loosened or slack, by compelling the nut to force the hubs apart sufficiently to take up such slack.

I am aware of Patents Nos. 81,828 and 166,151, and I do not therefore claim bending a single rod to form two spokes.

What I claim is—

1. In a wheel-hub, the flange A, provided with curved concave grooves or channels adapted to receive the bend of a wire which forms two spokes, and provided with projecting parts between the grooves, and with a collar, E, in combination with the bent wire spokes, the flange B, adapted to pass around the collar, and having a recess to receive the projecting parts between the spoke-grooves, and suitable devices for securing the two flanges together, substantially as described.

2. In a vehicle-wheel, the two-part hub, one part of which is provided with a center wall, upon which the other part is sleeved, and secured thereto by riveting or peening the outer edge of the center wall, substantially as specified.

3. In a wheel-hub, the flange A, having curved channels *a* and a collar, E *h*, in com-

bination, the bent spokes and the flanges B, adapted to pass around said collar *h*, and having an annular depression, *f*, substantially as described.

4. The combination, with the rim G, spokes D, and two hubs, of the cylinder C, means for keeping the hubs from turning on said cylinder, and nuts F F, screwing on the same, to separate the hubs, substantially as and for the purpose specified.

PETER GENDRON.

In presence of—
WM. H. TUCKER,
THOS. J. CORKERY.