J. C. HENDRY.

Vehicle-Hub.

No. 165,097. Patented June 29, 1875.

Fig. 1.

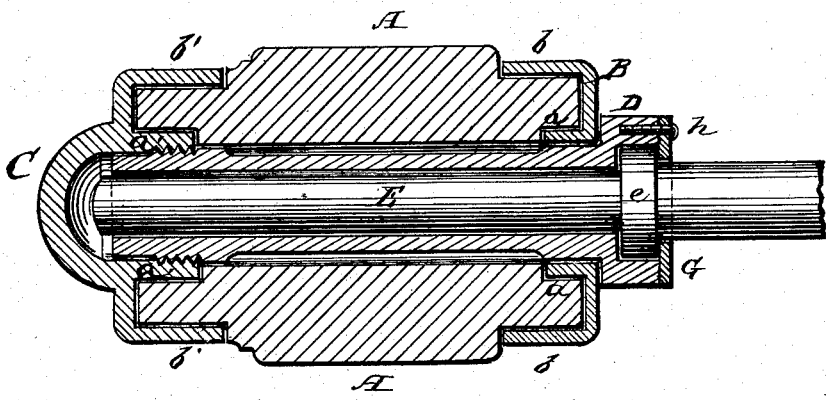


Fig. 2.

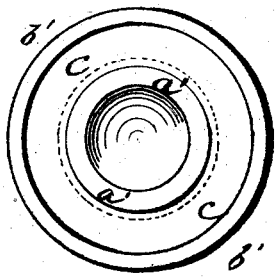


Fig. 3.

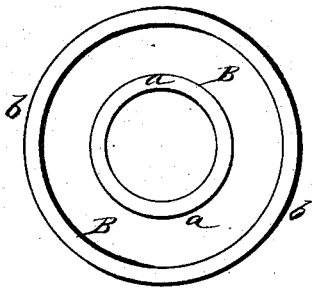


Fig. 4.

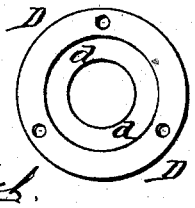
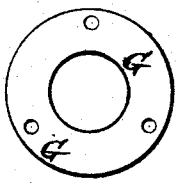


Fig. 5.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JOHN C. HENDRY, OF BOSTON, MASSACHUSETTS.

IMPROVEMENT IN VEHICLE-HUBS.

Specification forming part of Letters Patent No. **165,097**, dated June 29, 1875; application filed May 6, 1875.

To all whom it may concern:

Be it known that I, JOHN C. HENDRY, of Boston, in the county of Suffolk and State of Massachusetts, have invented certain new and useful Improvements in Hubs for Vehicles; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification.

The nature of my invention consists in the construction and arrangement of a hub for vehicle-wheels, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a longitudinal section of my hub. Figs. 2 and 3 are end views of the metal caps or bands at the ends of the wooden hub. Fig. 4 is an end view of the axle-box, and Fig. 5 is a view of a washer used in the hub.

A represents an ordinary wooden hub, on the ends of which are placed the two metallic bands or caps B and C. These caps are constructed as shown in Fig. 1, the cap B at the inner end of the hub having a central aperture for the passage of the axle-box D. This cap is formed with an interior flange, *a*, and an exterior flange, *b*. The cap C is formed with a dome in the center and with similar interior and exterior flanges, marked, respectively, *a'* and *b'*. The flange *a'* is provided with interior screw-threads, into which the end of the axle-box D is screwed.

The caps are pressed onto the wooden hub until the ends of the hub come into contact with them, when the axle-box is screwed in place, thereby holding the caps or bands on the wood. These caps or bands prevent the wood from splitting while the spokes are being driven in, and also prevent the oil from coming in contact with the wooden hub. In the end of the axle-box D is formed an annular recess, *d*, for the reception of the flange *e* on the axle E, which is held in the box by a washer, G, fastened to the axle-box by means of screws *h*. One or more of these screws may be passed into the cap B to prevent the axle-box from being unscrewed out of the hub.

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

The combination, with the wooden hub A, of the metallic bands or caps B and C, provided with interior and exterior flanges, as shown and described, and for the purposes herein set forth.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

JOHN C. HENDRY.

Witnesses:

J. M. F. HOWARD,

B. H. DOLBEARE.