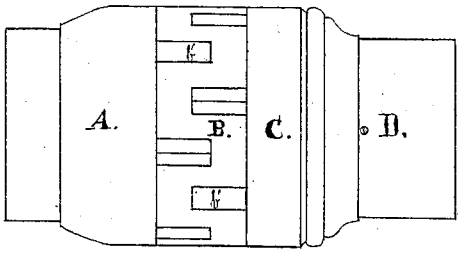
W. B. TUCKER.
Wheel-Hub.

No. 200,231. Patented Feb. 12, 1878.

Fig. 1.



B.

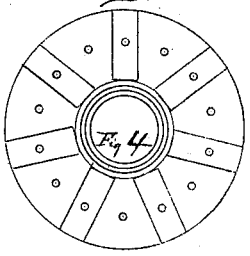


Fig. 2.

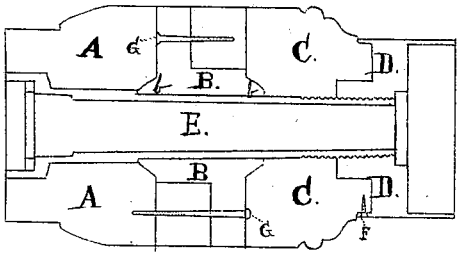
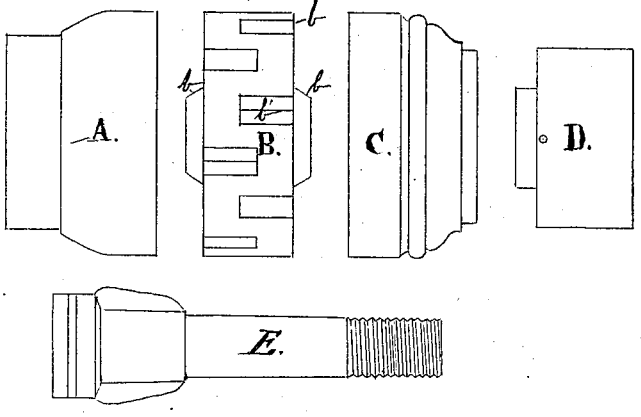


Fig. 3.



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UNITED STATES PATENT OFFICE.

WILLIAM B. TUCKER, OF COLUMBUS, OHIO.

IMPROVEMENT IN WHEEL-HUBS.

Specification forming part of Letters Patent No. **200,231**, dated February 12, 1878; application filed November 10, 1877.

To all whom it may concern:

Be it known that I, WILLIAM B. TUCKER, of the city of Columbus, in the county of Franklin and the State of Ohio, have invented a new and useful Improvement in the Construction of Hubs for Wheels of all kinds of vehicles; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawing, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of said drawings represents a side elevation of my improved hub. Fig. 2 represents a central longitudinal section of the same. Fig. 3 represents a side view of the same with the several parts separated. Fig. 4 represents my spoke-holder detached.

This invention relates to that class of hubs which have a detachable spoke-holder, and devices for holding the same in position.

The object of said invention is to produce a strong, simple hub, easily taken apart, and having its spoke-holder equally braced on both sides.

The nature of said invention consists in the peculiar construction, combination, and arrangement hereinafter fully described, and pointed out in the claim.

In said drawings like letters indicate like parts.

A designates the wooden inner section of my hub; B, the metal spoke-holder adjoining the same; and C, an outer wooden section, similar to A. These parts are all sleeved upon an axle-box, E, the outer end of which is screw-threaded to receive a clamping-nut or internally-threaded hub-band D.

When said nut is screwed home, it binds directly against the outer wooden section C, clamping the parts of said hub securely together. There is no limit to this binding action, except the length of the threaded part of box E and the resistance of said hub. The former is made so long that the clamping can be made very secure.

To provide more effectually against turning independently of the rest of the hub, the middle metal section or spoke-holder B is provided on its inner and outer faces with annular flanges *b b*, surrounding its central hole, which flanges sit into correspondingly-shaped recesses in the proximate faces of sections A and C.

Spoke-holder B is provided with spoke-sockets *b'* arranged in its periphery, and alternating on opposite sides of the middle line of the same.

Spoke-holder B is made in a single piece, to avoid wear, trouble, and expense. The spokes are secured by longitudinal screws G, which pass through suitable perforations in said spoke-holder, and penetrate the lower ends of the spokes. Those screws which pass inward are extended into the inner wooden hub-section A, and serve a double purpose. They fasten B and A securely together, and also prevent the spokes from being dislodged.

I do not claim a hub having two solid wooden sections, an interposed spoke-holder made in two pieces, and a nut which prevents the parts of the hub from separating. Nor do I claim a hub having a spoke-holder in one piece, but clamped between a wooden solid section and a metallic shell. Nor do I claim a hub having a spoke-holder made in one piece, but clamped by a nut directly against a single hub-section, no other section being interposed between said nut and said spoke-holder.

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

1. The combination of two solid wooden hub-sections with an interposed metallic spoke-holder, separate from the axle-box, made in one piece, a threaded box, and a clamping-nut or hub-band, substantially as set forth.

2. The combination of two solid wooden hub-sections with an interposed metallic spoke-holder, separate from the axle-box, made in one piece, and devices for preventing the separation of the said parts.

3. The combination of spoke-holder B, separate from the axle-box, having annular flanges *b*, with wooden sections A and C, correspondingly recessed, threaded box E, and nut or hub-band D, substantially as set forth.

WILLIAM B. TUCKER.

Witnesses:

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