T. E. MURRAY.

METAL VEHICLE WHEEL.

APPLICATION FILED MAR. 8, 1916.

1,227,178. Patented May 22, 1917.

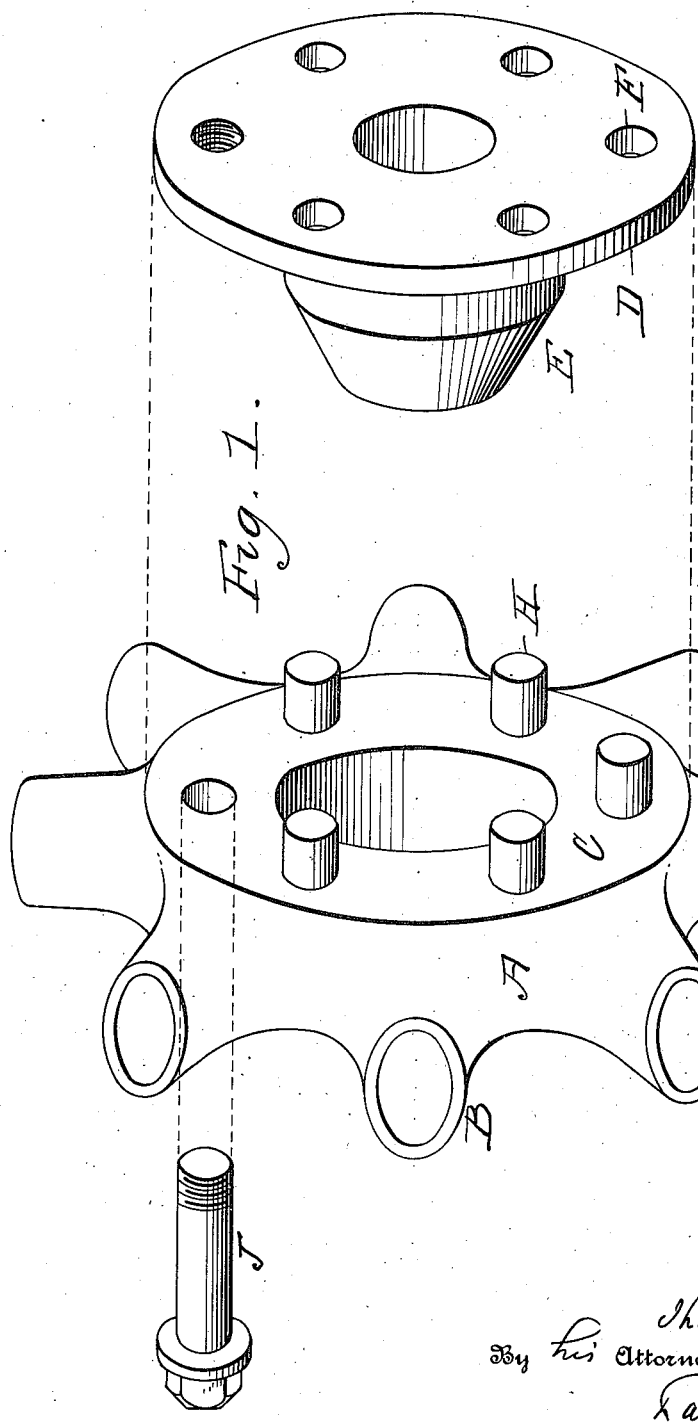

Fig. 1.

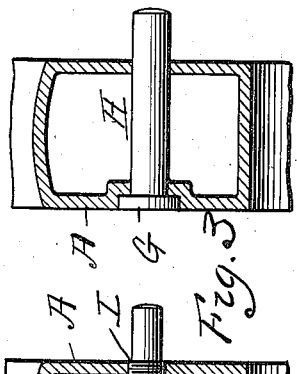

Fig. 3.

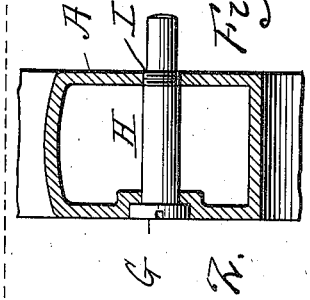

Fig. 2.

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UNITED STATES PATENT OFFICE.

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METAL VEHICLE-WHEEL.

1,227,178. Specification of Letters Patent. Patented May 22, 1917.

Application filed March 8, 1916. Serial No. 82,812.

To all whom it may concern:

Be it known that I, THOMAS E. MURRAY, a citizen of the United States, residing at New York, in the county of New York and State of New York, have invented a certain new and useful Improvement in Metal Vehicle-Wheels, of which the following is a specification.

The invention relates to demountable metal vehicle wheels, and consists more particularly in the construction of the hollow wheel nave and pins therein, which pins project on the rear side of said nave to engage in openings in the hub flange. The object of the invention is to simplify and strengthen the construction.

In the accompanying drawings—

Figure 1 shows the parts of my device separated and in perspective. Fig. 2 is a sectional view of a part of the nave portion of the wheel body, showing the manner of holding the studs therein. Fig. 3 is a view similar to Fig. 2, showing a modified mode of holding the studs.

Similar letters of reference indicate like parts.

The nave portion A of the wheel body is hollow, made of thin or sheet metal, and is provided with the usual tubular projections B, to which the spokes are to be butt-welded. The rear face C of said nave portion is flat, to register with the face of a flange D on the inner end of the hub E. In the hub flange are a number of openings F. On the front face of the nave are recesses, in which are counter-sunk the heads G of pins H which extend through openings in both walls of the nave and form studs protruding beyond the face C and registering with and entering the hub openings F when said nave is placed upon the hub. The pins over that portion of their periphery which passes through the openings in the rear wall of the nave may be threaded to engage in threads formed in said openings, as shown at I in Fig. 2, or they may be left unthreaded, as shown in Fig. 3, in which case the heads G are preferably welded in the recesses in the front wall of said nave.

In order to secure the wheel body to the hub flange, I provide a headed bolt J which passes through openings in the nave walls and is threaded to engage in one of the openings F in hub flange D which is suitably threaded to receive said bolt. The studs prevent rotation of the wheel body on the hub. The wheel body can be released from the hub flange by removing the bolt J, after which it can be slid off of the hub.

I claim:

1. A cylindrical hub, a flange on the rear end of said hub having openings, a hollow metal wheel nave received on said hub, pins extending through openings in the walls of said nave and projecting from the rear wall thereof and entering said flange openings, and releasable means for securing said nave to said flange.

2. A cylindrical hub, a flange on the rear end of said hub having openings, a hollow metal wheel nave received on said hub, the said nave having in its front wall countersunk recesses, pins having heads seated in said recesses and extending through openings in the walls of said nave and projecting from the rear wall thereof and entering said flange openings, and releasable means for securing said nave to said hub flange.

3. A cylindrical hub, a flange on the rear end of said hub having openings, a hollow metal wheel nave received on said hub, the said nave having in its front wall countersunk recesses, pins having heads seated in said recesses and extending through openings in the walls of said nave and projecting from the rear wall thereof and entering said flange openings, and a headed bolt extending through openings in the walls of said nave and threaded at its end to engage in a threaded opening in said flange.

4. A cylindrical hub, a flange on the rear end of said hub having openings, a hollow metal wheel nave received on said hub, the said nave having in its front wall countersunk recesses and in its rear wall threaded openings, pins having heads seated in said recesses and threaded to engage the threads in said rear wall openings and projecting beyond said rear wall and entering said flange openings, and releasable means for securing said nave to said hub flange.

In testimony whereof I have affixed my signature in presence of two witnesses.

THOMAS E. MURRAY.

Witnesses:

GERTRUDE T. PORTER,

MAY T. MCGARRY.