

No. 684,207.

Patented Oct. 8, 1901.

E. EINFELDT.

WHEEL HUB.

(Application filed July 16, 1901.)

(No Model.)

Fig. 1.

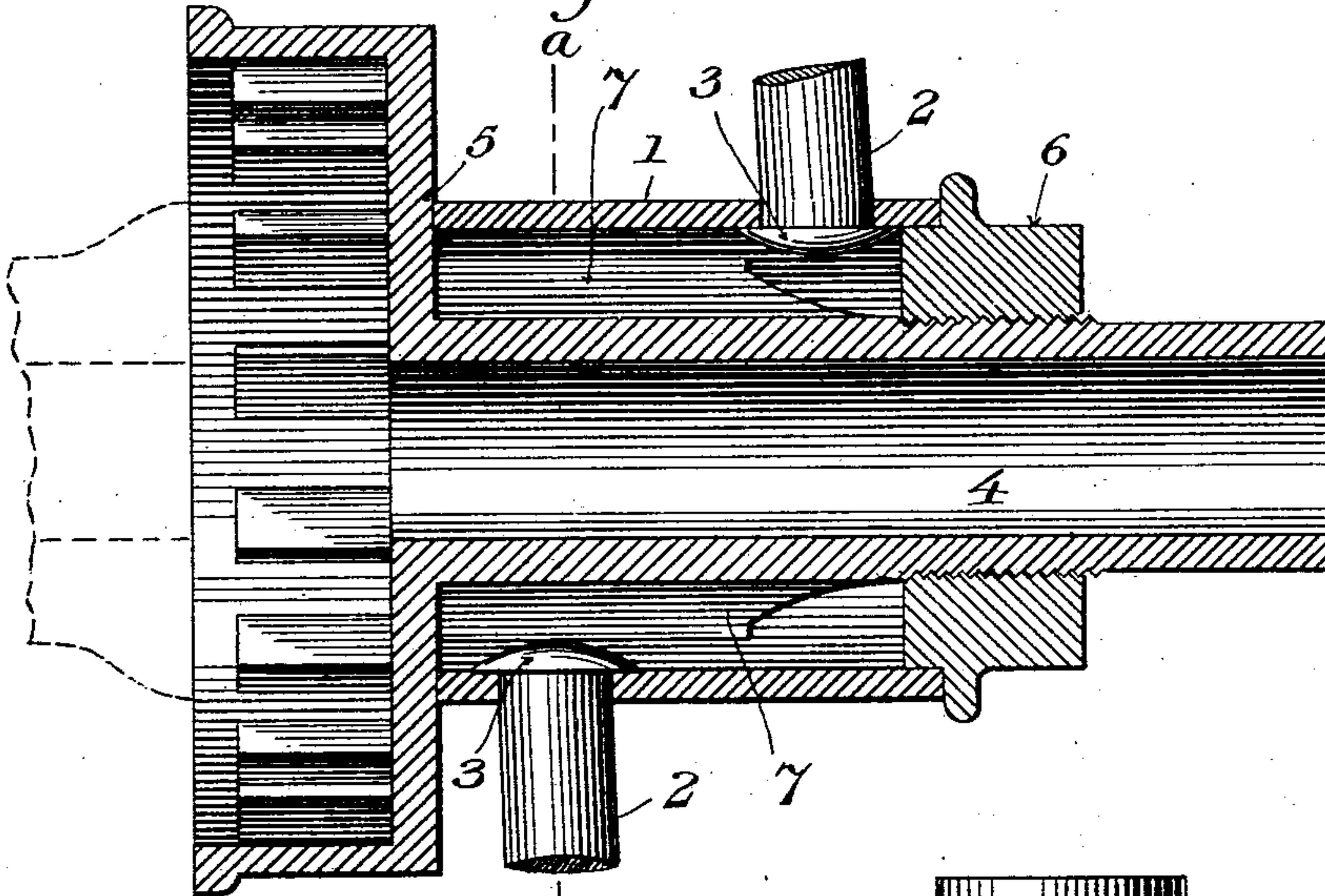


Fig. 2.

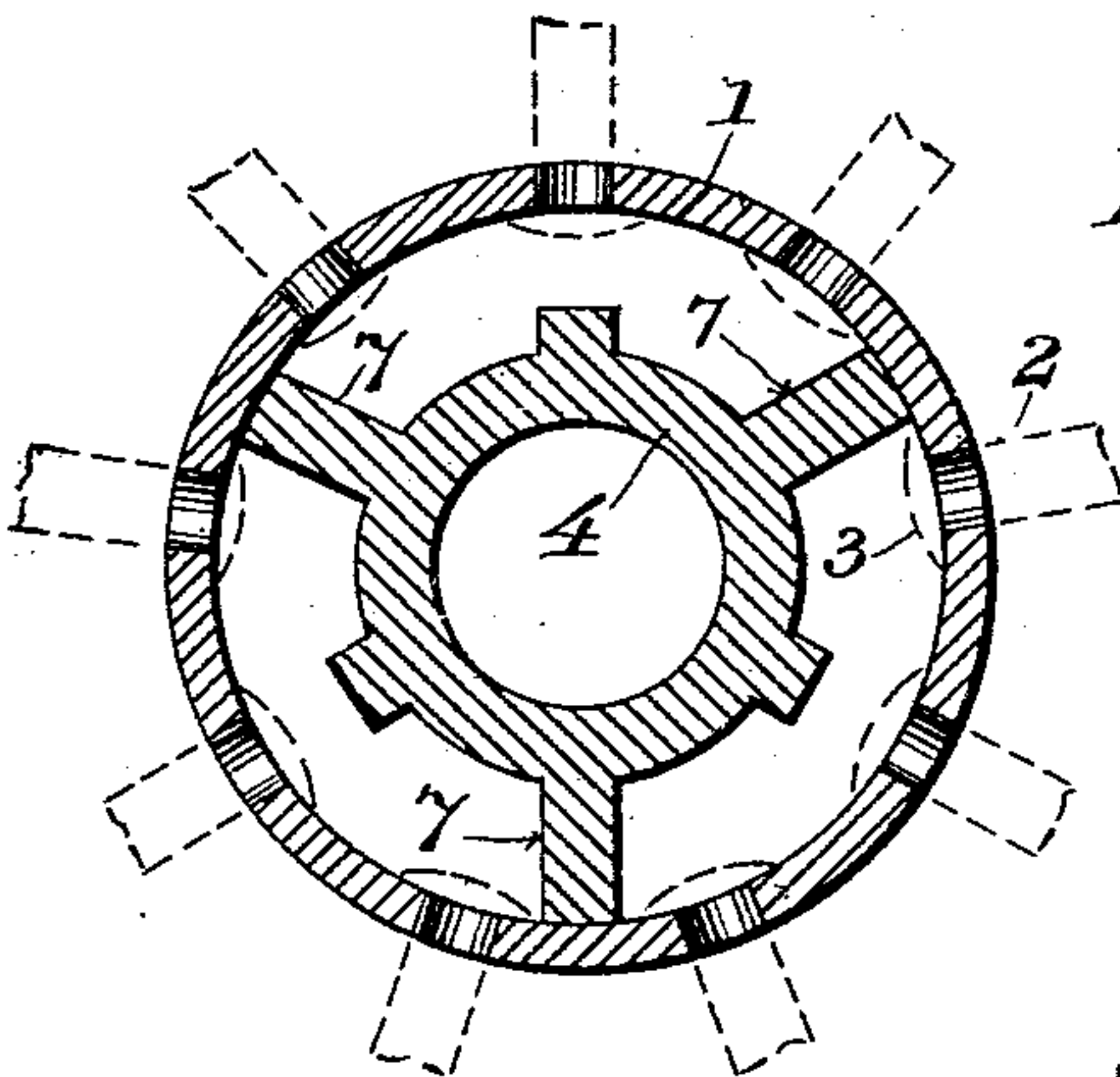
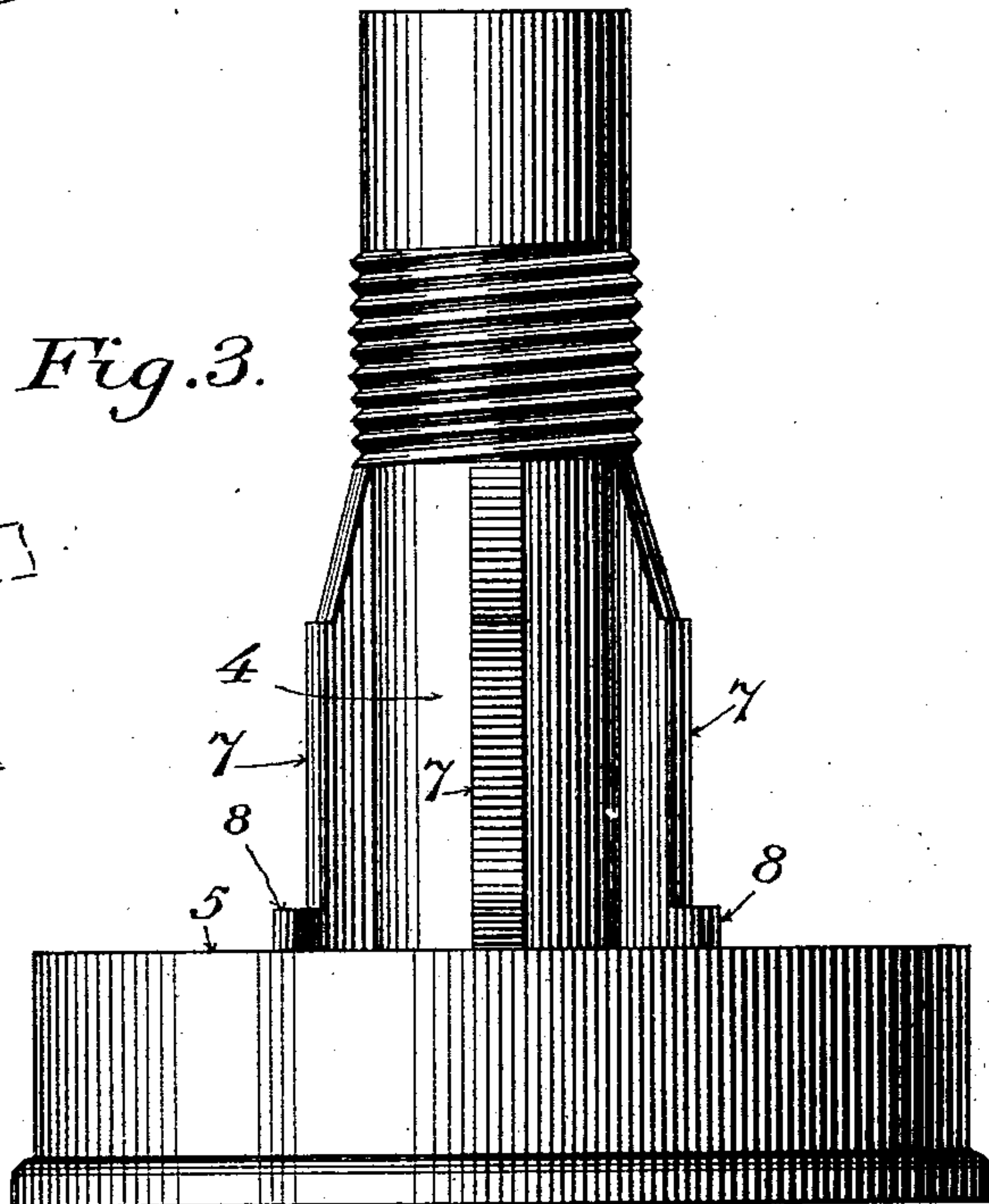


Fig. 3.



Witnesses

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WHEEL-HUB.

SPECIFICATION forming part of Letters Patent No. 684,207, dated October 8, 1901.

Application filed July 16, 1901. Serial No. 68,462. (No model.)

To all whom it may concern:

Be it known that I, EMIL EINFELDT, of Davenport, county of Scott, and State of Iowa, have invented a new and useful Improvement in Wheel-Hubs, of which the following is a specification.

This invention has reference to wheels, and relates more particularly to the construction of the hub; and the invention consists in combining with a cylindrical shell having spokes radiating therefrom and formed on their inner ends with heads inside the shell an internal box having ribs extending between the spoke-heads and serving to prevent the slipping of the shell around the box.

The invention consists also in arranging these ribs so that they will bear against the inner side of the shell in order to prevent the bending in or collapsing of the same.

The invention consists also in the details of construction and combination of parts hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a longitudinal sectional elevation through my improved hub and box. Fig. 2 is a transverse section on the line *a a* of the preceding figure. Fig. 3 is a side elevation of the box.

Referring to the drawings, 1 represents a hub-shell which is of cylindrical form, preferably of steel, and provided with openings for the ends of spokes 2, which are secured to the shell and are provided on their inner ends with heads 3, as indicated by dotted lines in Figs. 1 and 2. Within the shell extends a box 4, having on its inner end a shoulder 5, against which the inner end of the hub-shell is seated and confined by a cap 6 in the form of a nut screwed on the outer end of the box and within the end of the hub-shell. The outer surface of the box within the shell is provided with a series of longitudinal ribs 7, which are so positioned with reference to the spoke-heads that the ribs will extend between them and will have a bearing against the inner surface of the shell. This peculiar construction is advantageous in that the ribs by extending between the spoke-heads prevent the shell from turning on the box, and by bearing against the inner surface of the shell the ribs give support to the shell and prevent the same from bending or collapsing in the

event of unusual end pressure on the spokes. One or more of the ribs where they join the shoulder 5 on the box are extended laterally in the form of a lug 8, which when the parts are assembled, as shown, enters a slot in the end of the shell and serves as an effectual means of preventing the slip of the box.

While in the drawings I have represented the hub-shell as provided with two rows of spoke-holes for staggered-spoke wheels, it will be understood that the invention is applicable as well to a hub having a single series of spoke-holes for straight spokes. Further, it is obvious that the internal rack on the end of the box, as shown in the drawings, may be omitted and the end of the same formed as shown by dotted lines or in any other manner, the essence of the invention in this respect residing in providing the box with a shoulder against which the inner end of the shell may abut.

Having thus described my invention, what I claim is—

1. In combination with a shell, spokes radiating therefrom and provided on their inner ends with heads inside the shell, a box extending within the shell and provided with ribs extending between the heads, and means for holding the shell and box against relative endwise motion.

2. In combination with a hub-shell having spokes radiating therefrom and provided on their inner ends with heads inside the shell, a box extending within the shell and provided with ribs bearing against the inner surface of the shell and extending between the spoke-heads, and a fastening device applied to the box and engaging the shell.

3. In combination with a hub-shell provided with a slot in its end, a box extending within the shell and having a lug entering the slot, a shoulder on the end of the box against which the shell abuts, and means for holding the parts against relative endwise movement.

In testimony whereof I hereunto set my hand, this 17th day of June, 1901, in the presence of two attesting witnesses.

EMIL EINFELDT.

Witnesses:

NATH FRENCH,
MAY L. DODGE.