

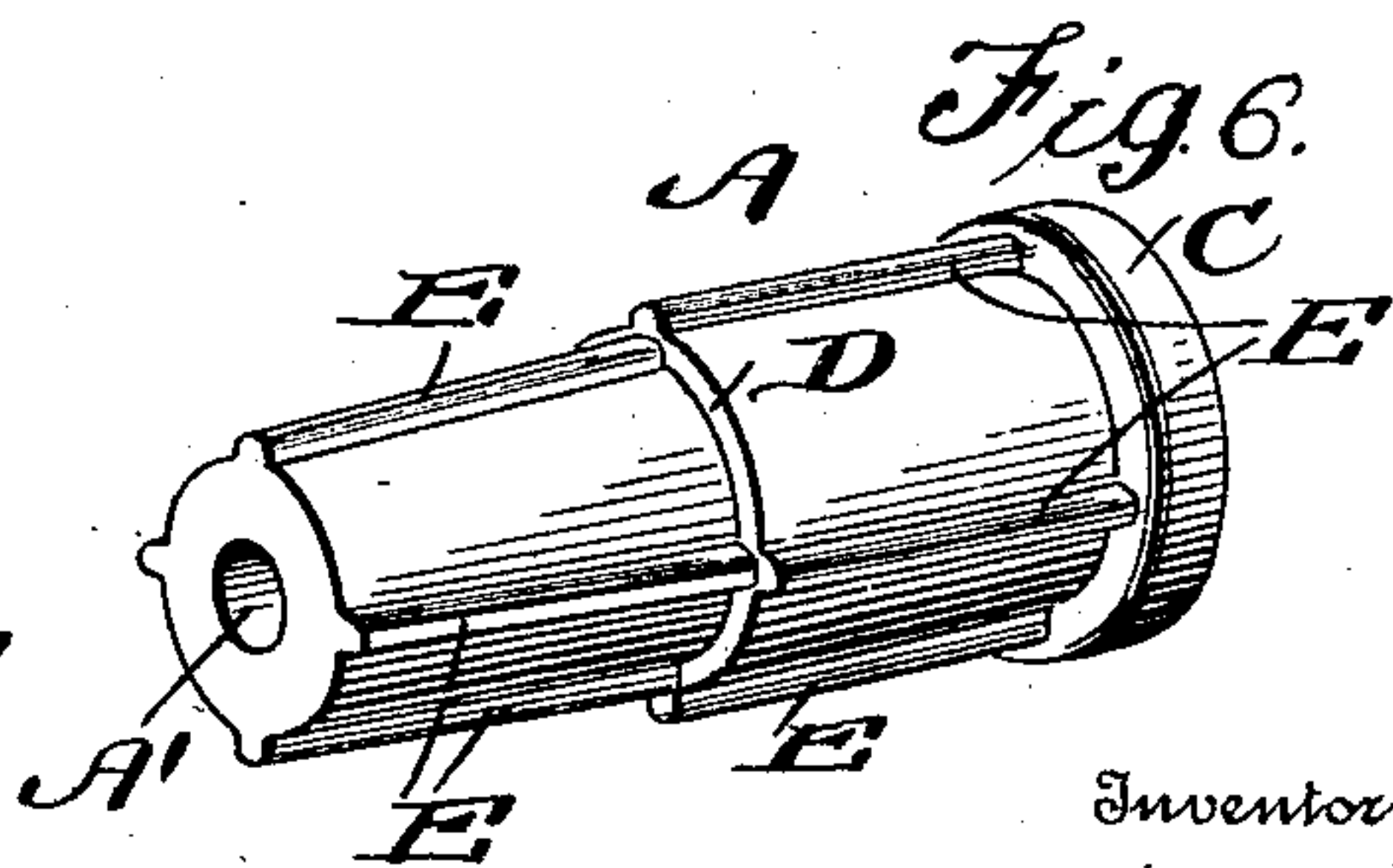
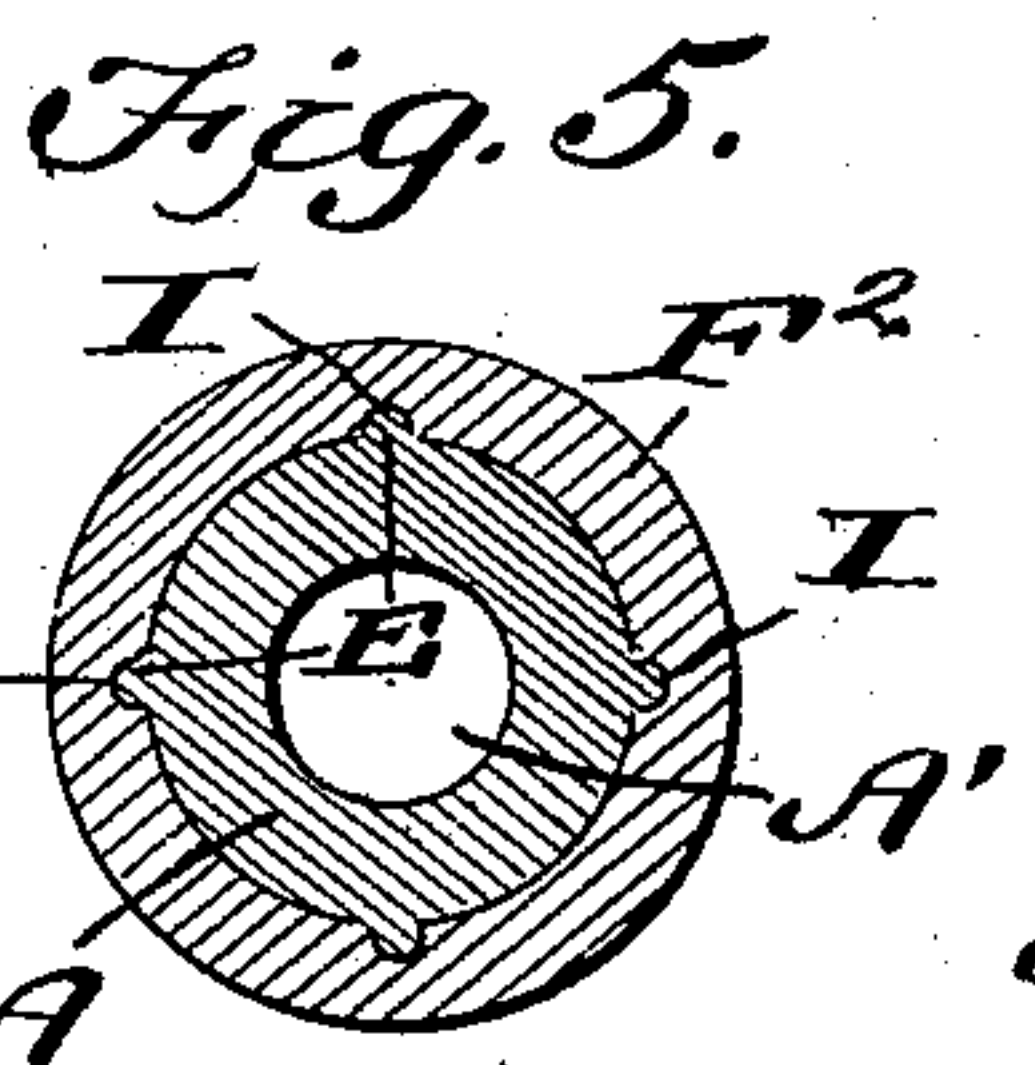
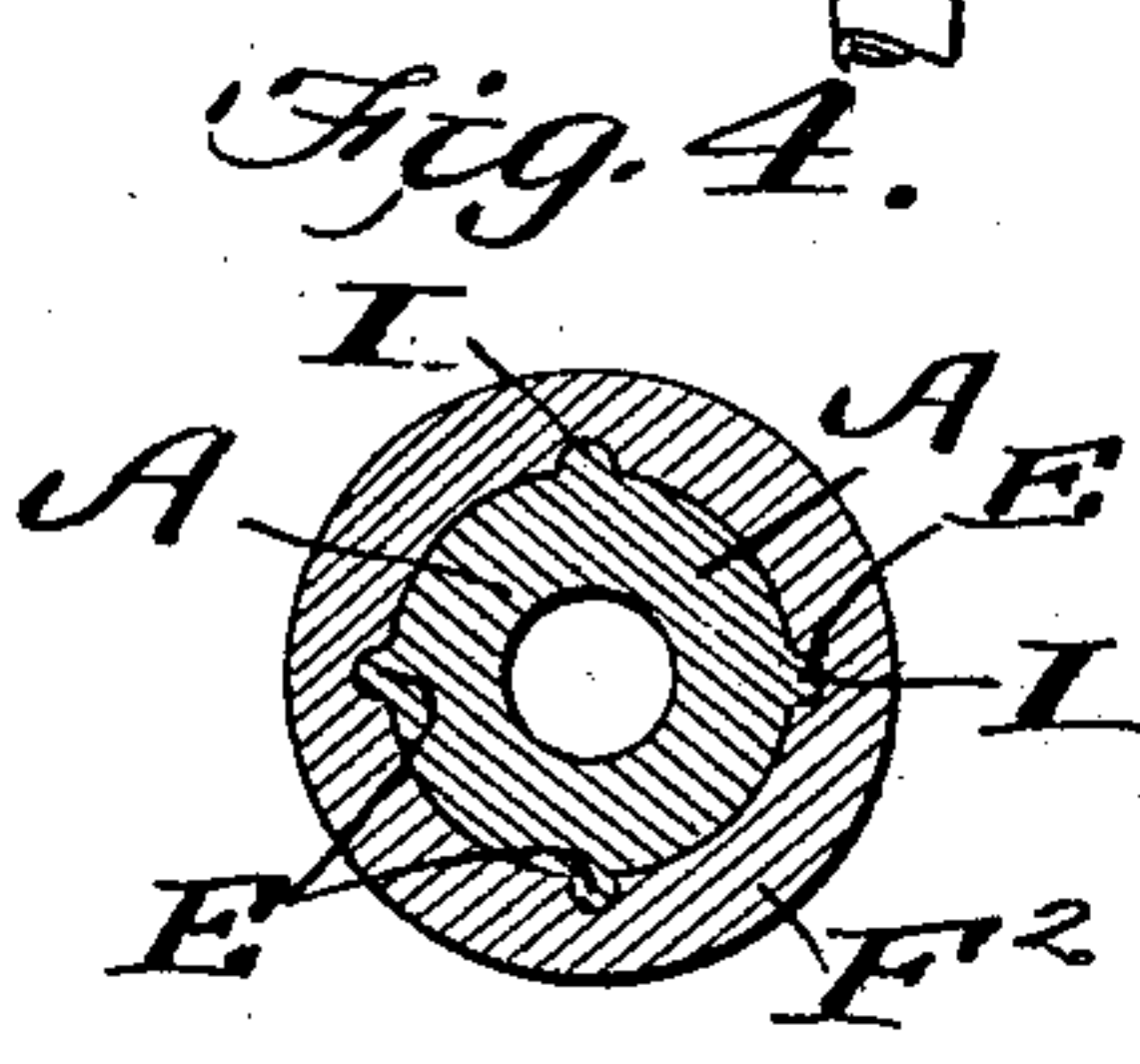
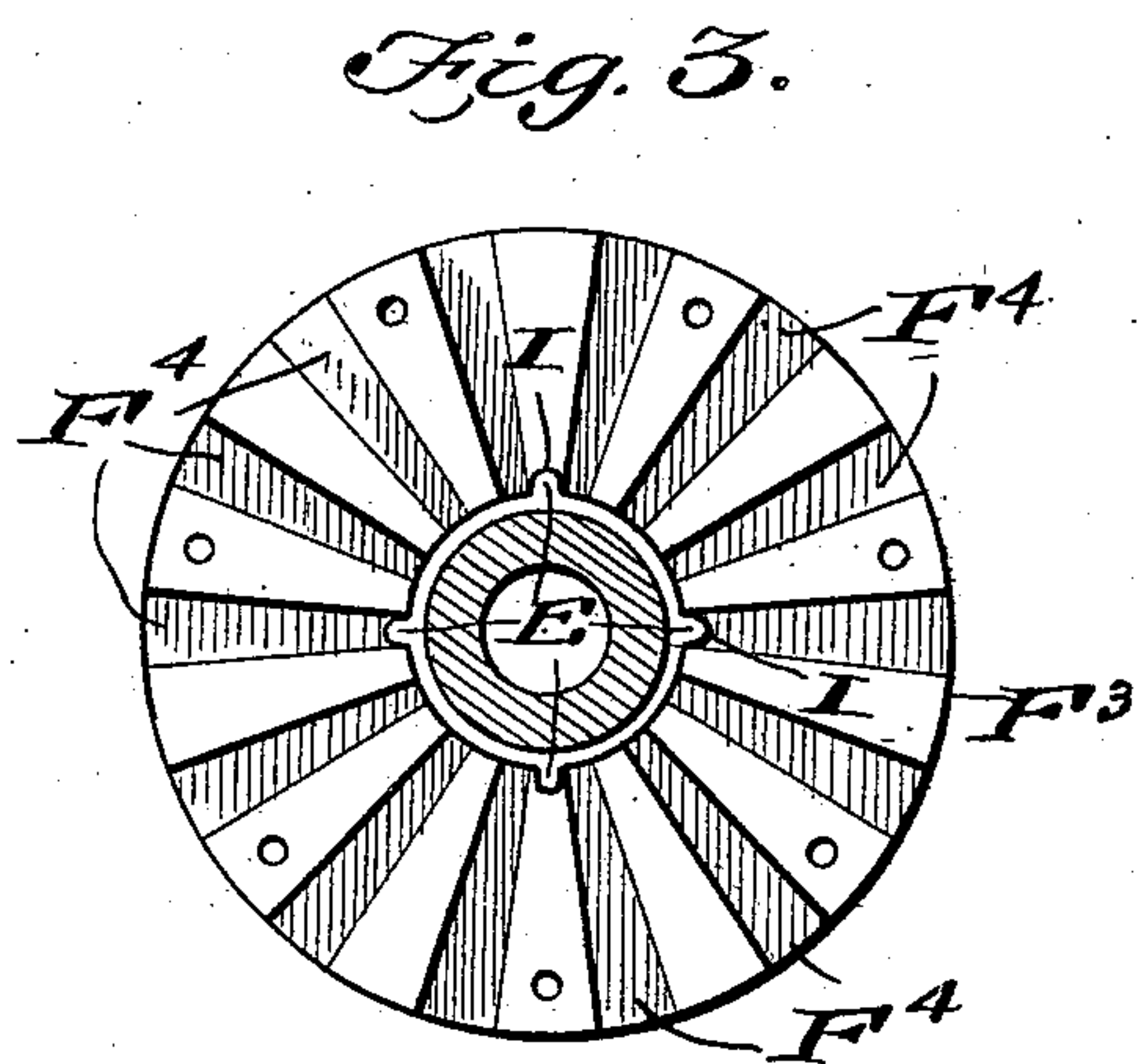
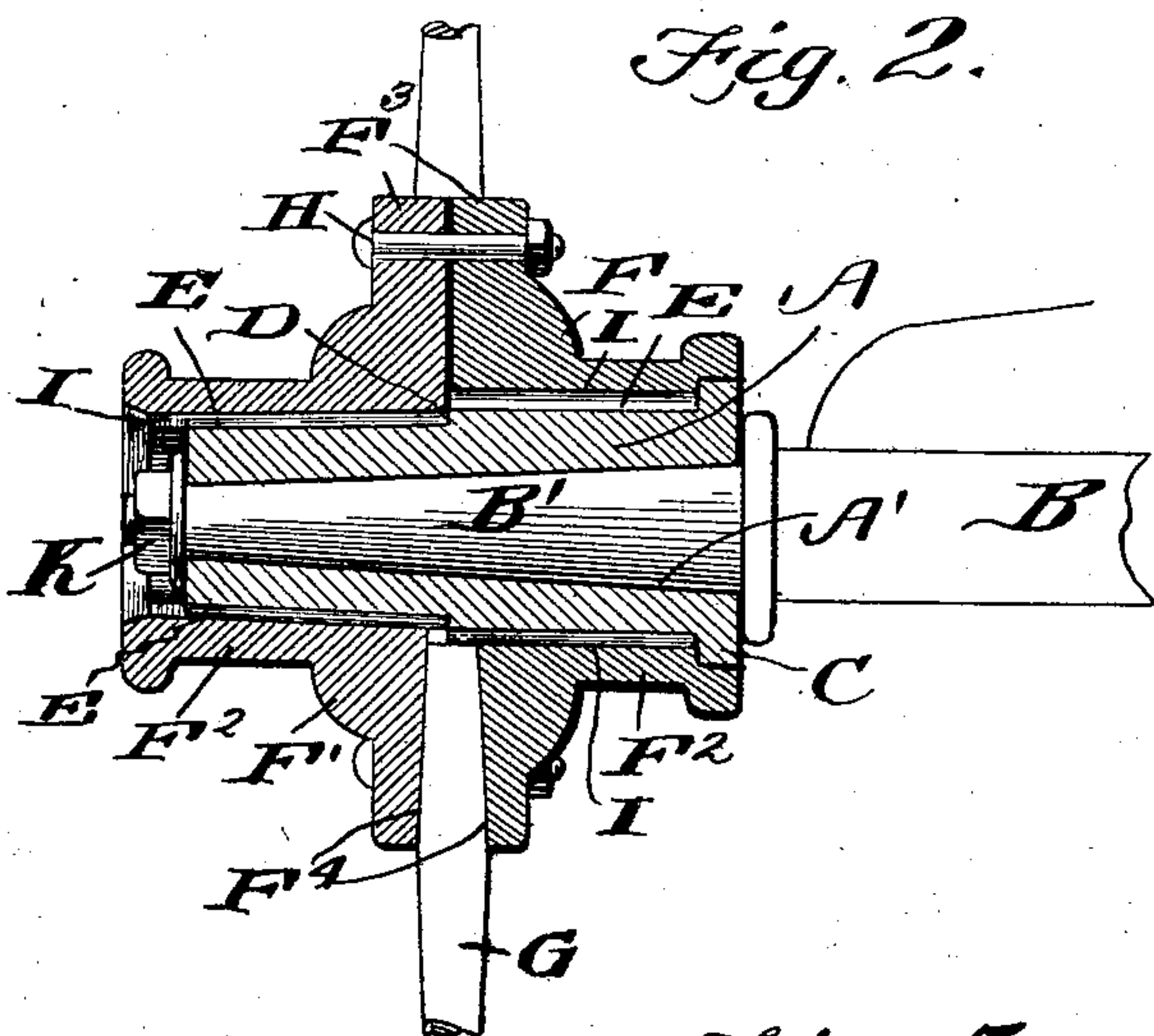
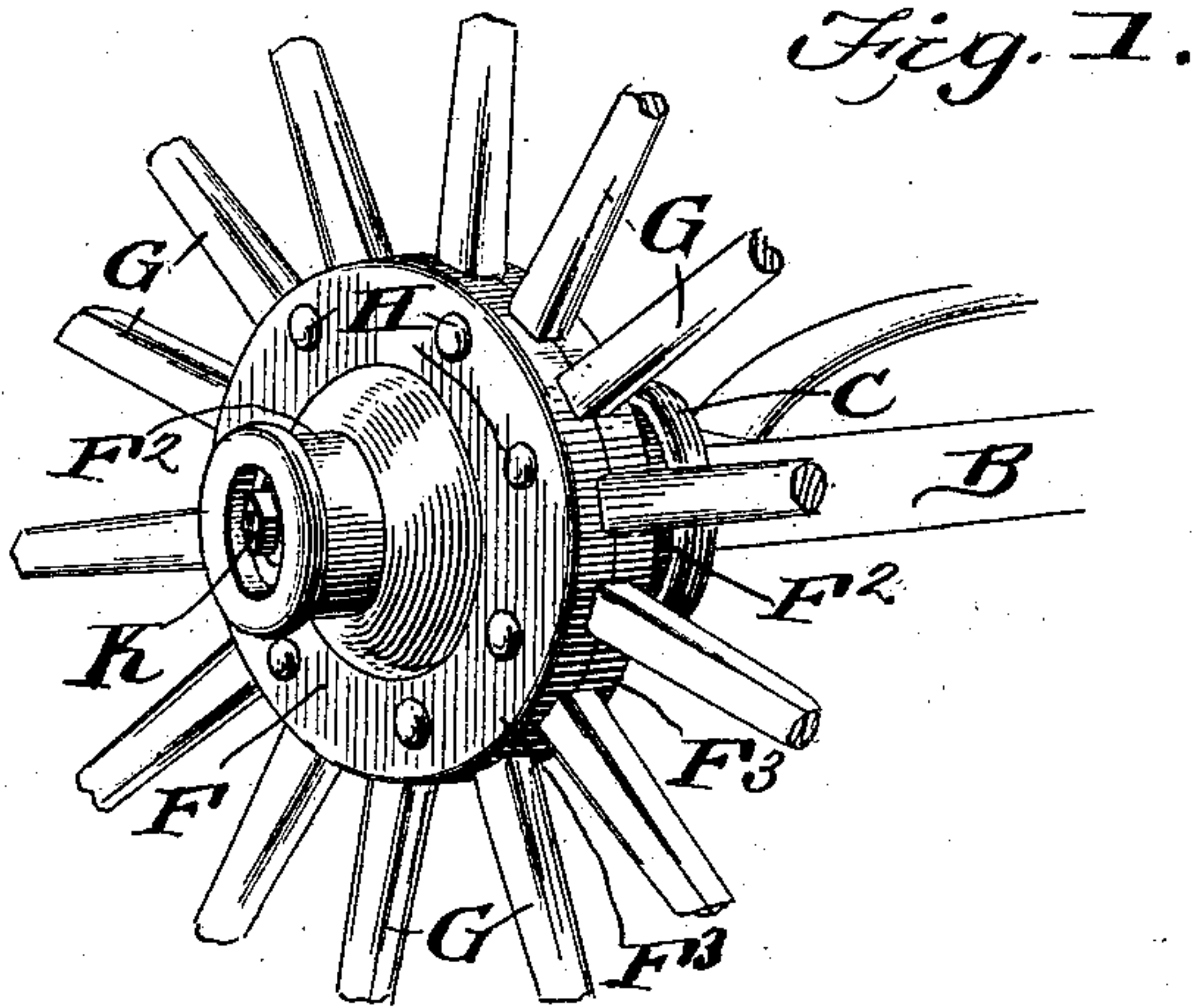
No. 720,185.

PATENTED FEB. 10, 1903.

A. SCHOTH.
WHEEL HUB.

APPLICATION FILED MAY 29, 1902.

NO MODEL.



Witnesses
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UNITED STATES PATENT OFFICE

ARTHUR SCHOTH, OF BEASON, ILLINOIS.

WHEEL-HUB.

SPECIFICATION forming part of Letters Patent No. 720,185, dated February 10, 1903.

Application filed May 29, 1902. Serial No. 109,555. (No model.)

To all whom it may concern:

Be it known that I, ARTHUR SCHOTH, a citizen of the United States, residing at Beason, in the county of Logan and State of Illinois, have invented a new and useful Wheel-Hub, of which the following is a specification.

This invention relates generally to wheels, and more particularly to a wheel-hub, the object being to provide an exceedingly cheap, simple, and durable construction of wheel-hub composed of three parts which can be quickly and easily assembled for the purpose of securely fastening the spokes.

With this object in view the invention consists in the novel features of construction and combination, all of which will be fully described hereinafter and pointed out in the claims.

In the drawings forming part of this specification, Figure 1 is a perspective view of the wheel-hub constructed in accordance with my invention. Fig. 2 is a vertical sectional view. Fig. 3 is a face view of one of the sections, the boxing being shown in section. Figs. 4 and 5 are transverse sectional views taken through the boxing and hub proper, and Fig. 6 is a detail perspective view of the boxing.

In carrying out my invention I employ a boxing A, which is preferably formed with a tapering bore A', into which fits the spindle or skein B' of the axle B. The rear end of the boxing is formed with a collar C. The boxing A is made tapering and toward its outer end upon the exterior and intermediate its ends is constructed with a circumferential shoulder D, and extended longitudinally along the inner and outer sections of the boxing are the longitudinal ribs E. The hub proper comprises the inner and outer sections F and F', which sections having a sleeve or tubular portion F², into which the boxing A fits, and the flange portions F³, adapted to be arranged adjacent to each other, which flanges have a radial socket F⁴, into which the ends of the spokes G are fitted, the flanges F³ being secured together by means of the bolts H. The bore of the inner section is somewhat

larger than the bore of the outer section in order to accommodate the inner portion of the boxing A, and the circumferential shoulder D abuts against the inner face of the outer section, and both the inner and outer sections are formed with longitudinal sockets I to accommodate the longitudinal ribs E. The usual form of fastening-nut K is secured upon the end of the axle-spindle.

By constructing the hub as herein shown and described it is obvious that the sections are securely held together, and the spokes secured between the said sections are therefore held firmly in place.

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

1. In a vehicle-hub the combination with the boxing tapering interiorly and exteriorly and having a circumferential shoulder upon its exterior intermediate its ends, longitudinal ribs formed on the boxing above the shoulder their outer ends resting against the inner surface of the outer section of the hub, and the hub-sections each comprising a sleeve or tubular portion and the radial socketted flange portions, said flange portions being secured together, substantially as set forth.

2. The combination with the boxing tapering interiorly and exteriorly and having a circumferential shoulder arranged upon the exterior, said boxing also having longitudinal ribs arranged upon the exterior upon opposite sides of the circumferential shoulder, said ribs extending the entire length of the boxing from the collar and being offset at the shoulder of the hub-sections, each comprising a sleeve or tubular portion and the radial socketted flange portions, said flange portions being secured together, each sleeve or tubular portion being longitudinally grooved to receive the longitudinal ribs upon the boxing, for the purpose specified.

ARTHUR SCHOTH.

Witnesses:

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