

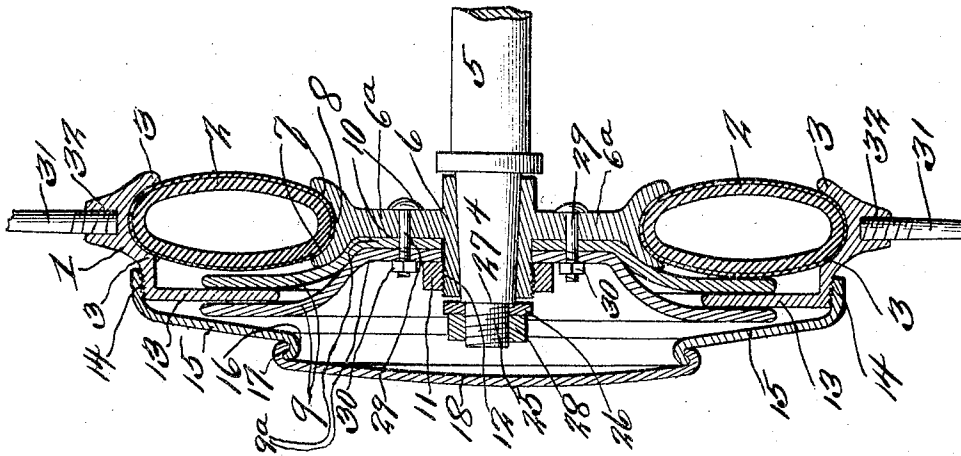
H. O. SHOCKLEY.

WHEEL.

APPLICATION FILED MAY 14, 1912.

1,050,858.

Patented Jan. 21, 1913.



Witnesses

*Francis J. Russell*  
*E. E. Clements*

Inventor

*H. O. Shockley*

By *R. Swift & Co*

Attorneys

# UNITED STATES PATENT OFFICE.

HARLOW ORVILLE SHOCKLEY, OF DARLINGTON, WISCONSIN.

## WHEEL.

1,050,858.

Specification of Letters Patent.

Patented Jan. 21, 1913.

Application filed May 14, 1912. Serial No. 697,326.

*To all whom it may concern:*

Be it known that I, HARLOW O. SHOCKLEY, a citizen of the United States, residing at Darlington, in the county of Lafayette and State of Wisconsin, have invented a new and useful Wheel; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to a new and useful vehicle wheel of the type having pneumatic cushion disposed adjacent the hub of the wheel, so as to eliminate the possibility of the pneumatic cushion becoming punctured.

An object of the invention is to provide an improved wheel of this nature in which essential combinations of features are involved, and having desirable and practical improvements over the patent to H. O. Shockley No. 1,022,887, patented April 9th, 1912.

The invention comprises further features and combination of parts, as hereinafter set forth, shown in the drawings and claimed.

In the drawings, a single sectional view of the improved wheel is illustrated, which view embodies all of the various features of the wheel.

Referring to the drawings 1 designates the outer annular member of the sectional casing, which surrounds the pneumatic cushion 2. This outer annular member is grooved to receive a portion of the pneumatic cushion, and is provided with sockets 32, in which the spokes 31 of the wheel are threaded. The sides 3 of the outer member 1 engage the pneumatic cushion. One side of the outer annular member is provided with a laterally extending portion which is threaded at 14, which portion is provided with an annular flange 13, which is directed toward the center of the wheel. Mounted upon the spindle 4 of the axle 5 is the hub member 6, which is constructed with an outwardly extending flange 6<sup>a</sup> having outwardly extending annular shoulders 7, between which the groove 8 is constructed. This groove 8 receives the inner portion of the pneumatic cushion.

Clamped to the flange 6<sup>a</sup>, by means of the bolts 29 and the nuts 30 are two annular plates 9<sup>a</sup>, the outer portions of which are disposed offset from the flange 6<sup>a</sup>, and constructed to fit the outer portions of the

shoulders 7. These offset portions of said plates 9<sup>a</sup> are spaced apart at their outer portions, to receive the flange 13, thereby constituting a guide therefor. As the air in the pneumatic cushion 2 is under compression the portions 9 of the plates 9<sup>a</sup> move relatively with regard to the flange 13. The hub 6 is provided with threads 12, to be engaged by the nut 11, which constitutes means for further securing the plates 9<sup>a</sup> in place. The spindle 4 is constructed with a threaded extension 25, on which a nut 28 is threaded to hold the hub upon the spindle, there being a washer 26 interposed between the nut 28 and the shoulder 27 of the spindle. A guard ring 15 is threaded to the threads 14 of the laterally extending portion of the outer member 1. The guard ring 15 is provided with a laterally extending annular hooked lip 16, which is engaged by a correspondingly shaped lip 17 of the guard plate or member 18. The guard ring 15 and guard member or plate 18 may be made of any suitable material, and may be rigid or flexible. These guard members 15 and 18 act as guards to prevent dust from adhering to or finding its way to the structure, namely, the portions 9 of the plates 9<sup>a</sup> and the flange 13, as well as the nuts 11 and 28. Where the guard members 15 and 18 connect together, and where the guard ring 15 is threaded to the threads 14, they may be rigid.

In the drawings there has been disclosed certain features of construction, but in practical fields these features may necessitate alterations, to which the patentee is entitled, provided the alterations are comprehended within the scope of what is claimed.

From the foregoing it will be noted that there has been devised an improved wheel having essential, desirable and practical features of construction.

The invention having been set forth, what is claimed as new and useful is:—

In a vehicle wheel, a hub member having an annular flange terminating in an annular grooved portion, a pair of plates arranged adjacent one another and having openings fitting on the hub member against the annular flange, said plates having outer separated portions offset laterally to fit and conform to one of the sides of the outer grooved portion of the annular flange, means for securing said plates to the annular flange, means threaded on the hub

against said plates to assist in holding the  
plates in position, an outer annular member  
having a grooved portion and provided with  
an annular flange angular in cross section  
5 and offset from the outer annular member  
and disposed between the outer separated  
portions of said plates, to be guided thereby,  
an annular pneumatic cushion interposed  
between the grooved portions of the first  
10 flange and the outer annular member, and

a shield threaded to the annular angular  
flange of the outer annular member.

In testimony whereof I have signed my  
name to this specification in the presence  
of two subscribing witnesses.

HARLOW ORVILLE SHOCKLEY.

Witnesses:

C. F. McDANIEL,  
J. C. OATES.