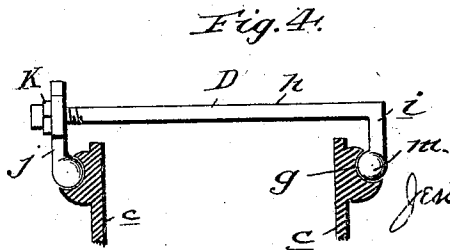
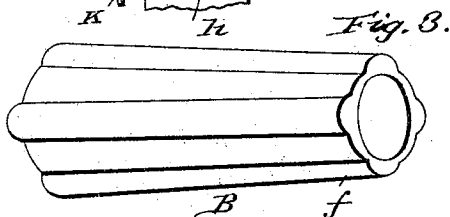
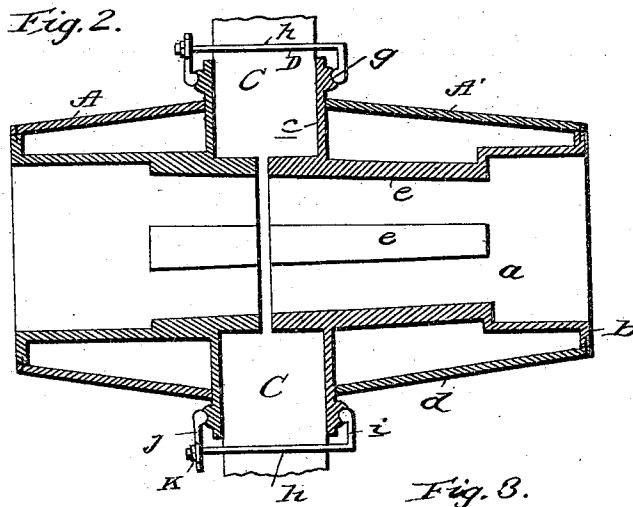
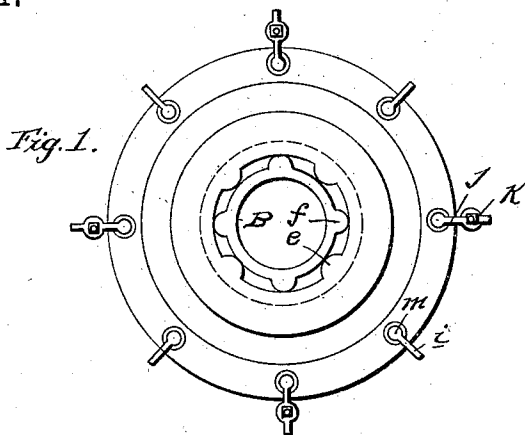


(No Model.)

J. G. ROSEBOOM.
WHEEL HUB.

No. 503,114.

Patented Aug. 8, 1893.



Witnesses:

C. A. Raeder
N. G. Matthews

Inventor

Jesse G. Roseboom

By James J. Sheehy
Attorney

UNITED STATES PATENT OFFICE.

JESSE GARRETSON ROSEBOOM, OF CINCINNATI, OHIO.

WHEEL-HUB.

SPECIFICATION forming part of Letters Patent No. 503,114, dated August 8, 1893.

Application filed September 17, 1890. Serial No. 365,311. (No model.)

To all whom it may concern:

Be it known that I, JESSE GARRETSON ROSEBOOM, a citizen of the United States, residing at Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Wheel-Hubs; and I do 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.

My invention relates to improvements in wheel hubs, and it has for its general object to provide a hub of a simple, light and inexpensive construction, and one in which the spokes may be readily placed and secured in position.

A further object of the invention is to provide a hub embodying such a construction that the parts subjected to frictional wear may be readily removed and replaced by new parts without disturbing or injuring the other parts of the device.

Other objects and advantages of the invention will be fully understood from the following description and claims when taken in connection with the accompanying drawings, in which—

Figure 1, is an end elevation of my improved hub. Fig. 2, is a diametrical section of the same. Fig. 3, is a perspective view of the box removed from the hub, and Fig. 4, is an enlarged detail view illustrating the manner of connecting the sections of the hub.

Referring by letter to said drawings: A, A', respectively indicate the outer and inner sections of my improved hub, which sections are preferably formed of metal and respectively comprise a sleeve *a*, an annular end wall *b*, a peripheral flange *c*, and a covering sleeve or collar *d*.

As better shown in Fig. 2, of the drawings, the sleeve *a*, end wall *b*, and peripheral flange *c*, of the hub sections, are cast or otherwise formed in one piece, but the covering sleeve or collar *d*, is formed separate and is designed to be attached to the end wall *b*, by screws or the like, as illustrated. The inner ends of these covering sleeves or collars are held in position by the seats *g*, of the flanges *e*, presently described. By this construction, it will be perceived that the sleeves or collars *d*, may be readily removed from the hub, if injured,

and may be replaced by new sleeves or collars without injuring the other parts of the hub and without the employment of skilled labor, which is a highly important desideratum. Furthermore it will be seen that a hub formed of two sections constructed as just described, will be exceedingly strong and durable and yet will be so light as to admit of its employment in the construction of the lightest vehicle wheels.

Formed at suitable intervals upon the interior of the sleeve *a*, of the hub sections, and projecting inwardly therefrom, as better illustrated in Fig. 1, of the drawings, are longitudinal ribs *e*, which are designed to be engaged by similar ribs *f*, formed upon the surface of the removable box B. This box B, which is designed to receive the spindle of an axle in the ordinary manner, is introduced into the sleeves *a*, of the hub sections, so that its ribs will come between the ribs of the said sleeves as shown. Thus it will be seen that the box will have a limited play within the sleeves *a*, and an air space will be formed between the box and sleeves, by reason of which, heating of the box will be effectually prevented which is a very important desideratum. By reason of the box being placed in the sleeves *a*, in the manner just described, it will be further seen that said box may be readily removed, should it become damaged, and may be readily replaced by a new box without the employment of skilled labor or tools. The peripheral flanges *c*, of the sections A, A', are placed at such a distance from the inner ends of said sections that when the same are placed together, the said flanges will form a receptacle for the spokes C, which are placed and clamped between them as shown.

These flanges *c*, are provided at suitable intervals in their outer sides with depressions or seats *g*, as better shown in Fig. 4, of the drawings, which depressions or seats are designed to be engaged by the links which connect the sections A, A', as will be presently described.

D, indicates the section connecting links which are arranged between the spokes C, as shown. These links D, respectively comprise a bolt *h*, which is provided at one end with an angular branch *i*, and has its opposite end threaded as shown, and a loose arm *j*, which

is held in position upon the bolt by a nut *k*, as shown. The angular branch *i*, and the loose arm *j*, of the connecting links *D*, are each provided at their free ends with knobs or enlargements *m*, which are designed to be seated in the depressions or seats *g*, of the peripheral flanges *c*, as shown. Thus it will be seen that the sections *A*, *A'*, may be readily connected together to clamp the spokes in position, and it will be further perceived that through the medium of the nut *k*, the flanges *c*, may be readily tightened upon the spokes when necessary.

From the foregoing description, it will be seen that my improved hub embodies a very simple and light construction, and that any one of the spokes may be readily removed, if injured, and replaced by another spoke, without the necessity of employing skilled labor.

It is obvious to those skilled in the art to which my invention appertains that many changes or modifications might be made in the construction without departing from the spirit of my invention, and I therefore do not desire to be understood as confining myself to the specific construction and arrangement of parts herein set forth.

Having described my invention, what I claim is—

1. In a wheel hub, the combination with two sections having the flanges *c*, provided with depressions or seats on their outer sides; of the connecting links *D*, respectively comprising the bolt *h*, having one of its ends threaded and having an angular branch at its opposite end provided with a knob or enlargement for

engaging the depression or seat of the flange, the arm loosely mounted upon the threaded end of the bolt and also having a knob or enlargement, and a nut securing said arm upon the bolt, substantially as and for the purpose set forth.

2. In a wheel hub, the combination of the sections *A*, *A'*, respectively comprising the sleeve *a*, the end wall *b*, and the peripheral flange *c*, formed in one piece, and the covering sleeve or collar *d*, detachably connected to the end wall *b*, and a suitable means for connecting the said sections together, substantially as specified.

3. In a wheel hub, the combination with the sections *A*, *A'*, respectively comprising the sleeve *a*, the end wall *b*, the peripheral flange *c*, having the depressions or seats upon its outer side and the covering sleeve or collar *d*, detachably connected to the end walls *b*, of the links for connecting the said sections, comprising the bolt having the angular branch adapted to engage the seat or depression in the flange of one section, the arm mounted on the bolt and adapted to engage the seat or depression in the flange of the other section, and a suitable means for securing said arm in position, substantially as specified.

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

JESSE GARRETSON ROSEBOOM.

Witnesses:

GEORGE WILSON BICKETT,
THOMAS ABERNETHY.