C. T. WECKER.
Vehicle Wheel Hub

No. 202,315. Patented April 9, 1878.

Fig. 1.

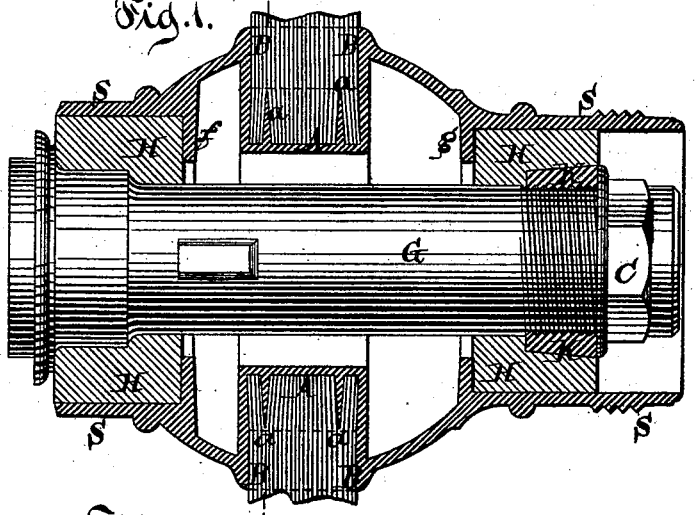


Fig. 2.

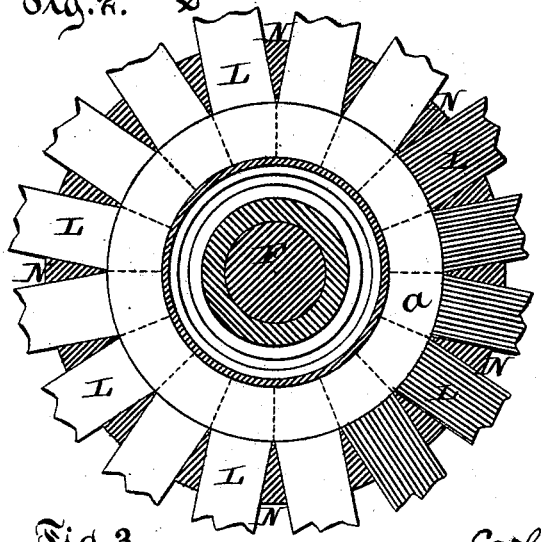
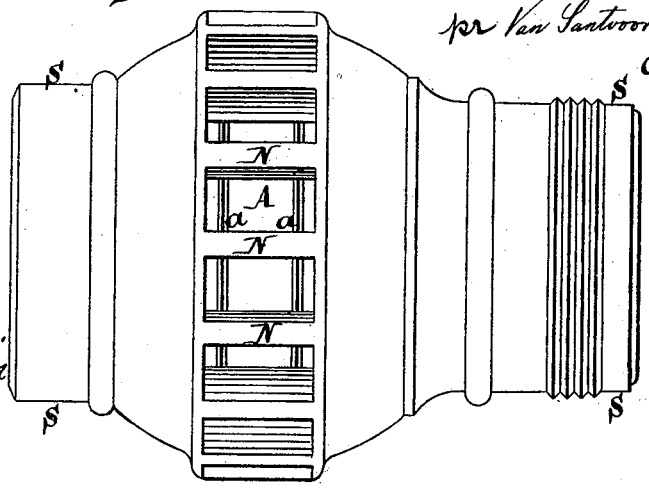


Fig. 3.



Witnesses.
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Inventor.
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UNITED STATES PATENT OFFICE.

CARL THEODOR WECKER, OF OFFENBACH, GERMANY.

IMPROVEMENT IN VEHICLE-WHEEL HUBS.

Specification forming part of Letters Patent No. **202,315**, dated April 9, 1878; application filed March 20, 1878.

To all whom it may concern:

Be it known that I, CARL THEODOR WECKER, of Offenbach, Germany, have invented a new and useful Improvement in Wheel-Hubs, which invention is fully set forth in the following specification, reference being had to the accompanying drawing, in which—

Figure 1 represents a longitudinal central section of my improved hub. Fig. 2 is a section on the line *x x*, Fig. 1. Fig. 3 is a front view.

This invention consists in a hollow wheel-hub having a circumferential depression, the opposite walls of which are connected by an annular series of cross-bars at equal distances apart, forming sockets, and an inwardly-projecting flange at each side of said depression, separated from the wall thereof, and forming abutments for the ordinary elastic gaskets.

In the drawing, the letter S designates a hollow hub, which may be made of any suitable material. Near the middle of this hub its wall is depressed to form a circumferential chamber, A, which, by means of wedge-shaped cross stays or bars N, is divided into a series of spoke-sockets. From the bottom of this chamber rise wedge-shaped annular flanges *a a*, which penetrate and spread the inner ends of the spokes L, so that they will snugly fit against the walls of the socket-chamber, which widens toward the center of the hub, so as to hold the spokes firmly. At each side of the socket-chamber, and projecting inwardly from the wall of the hollow hub, are flanges *f g*, which strengthen the hub and form abutments or supports for the ordinary elastic gaskets indicated by the letter H, and between said flanges and the walls of the socket-chamber are vacant spaces or chambers, which impart lightness to the hub. The axle-box is designated by G, and is held in position in the hub by a nut, K, and C is the nut which holds the axle F in the box in the ordinary manner.

By means of the construction above described, it will be seen that while my improved hub is strong and thoroughly braced it is very light, neat in form, and adapted for application to any of the ordinary kinds of vehicles and axle-boxes.

What I claim is—

The hollow wheel-hub, having the annular depressed socket-chamber, the inwardly-extending, bracing, and gasket-supporting flanges, and the open spaces or chambers between said flanges and the walls of said chamber, substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 26th day of January, 1878.

CARL THEODOR WECKER.

Witnesses:

FRANZ WIRTH,

FRANZ HASSLACHER.