(No Model.)

J. MARIS.

VEHICLE HUB.

No. 347,623. Patented Aug. 17, 1886.

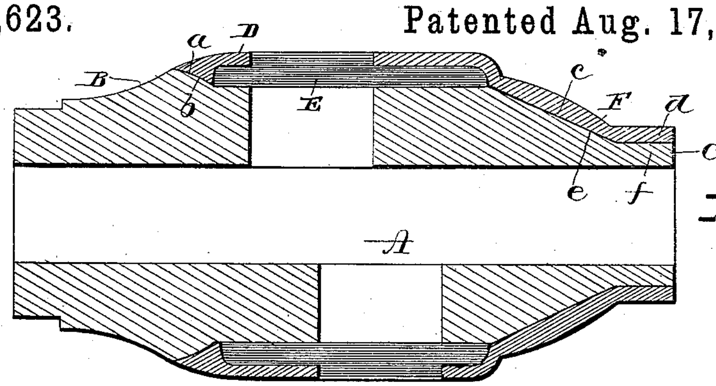
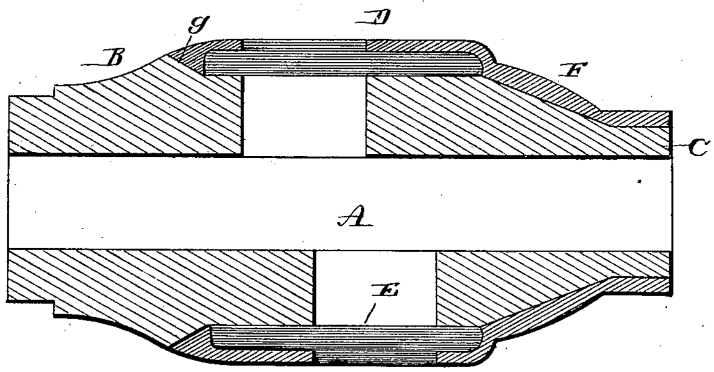


Fig. 1.

Fig. 2.



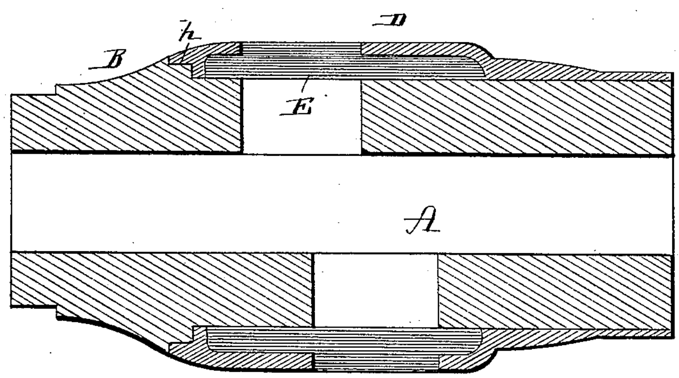


Fig. 3.

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VEHICLE-HUB.

SPECIFICATION forming part of Letters Patent No. 347,623, dated August 17, 1886.

Application filed March 4, 1886. Serial No. 194,043. (No model.)

To all whom it may concern:

Be it known that I, JARED MARIS, of Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful Improvements in Vehicle-Hubs; 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.

My invention relates to an improvement in vehicle-hubs, the object being to provide a hub with a metal band furnished with spoke-openings, and having an end cap formed integral therewith, and thereby form a durable and efficient hub and one adapted to have imparted thereto a neat and artistic appearance.

With these objects in view my invention consists in a metal hub-band provided with spoke-openings and having a cap cast integral therewith, one end of the band being provided with an undercut annular shoulder; further, in the combination, with a wooden hub body or core formed with an annular shoulder or enlargement, of a metal band provided with spoke-openings and having a cap formed integral therewith, one end of the band being constructed to engage the shoulder on the hub and overlap the same.

My invention further consists in certain features of construction and combinations of parts, as will be hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a longitudinal section of a hub embodying my invention, and Figs. 2 and 3 are modifications of the same.

A represents the hub-body or wooden core, which is constructed with an annular shoulder or enlargement, B, and a portion, C, of reduced diameter.

D is a metal band, which is placed on the reduced end of the hub and forced thereon. One end of the band is provided with a concave shoulder, *a*, which fits snugly upon the convex surface *b* on the annular shoulder B of the hub-body. By having the concave form of shoulder on the band the latter is allowed sufficient longitudinal adjustment on the hub as it is forced thereon to compensate for any irregularities in casting the band. As the band is thus provided with end bearing against the annular shoulder, and as it overlaps or encircles the same, the hub is securely and firmly bound by the band, and a neat joint and finish are insured between the band and this portion of the hub. The band is provided with spoke-openings D, which may be staggered or in line, as desired, and with the ribs E, formed integral with the band on opposite sides of the spoke-openings therein. The inner edges of these ribs rest flush with the outer surface of the portion of the hub immediately within the band, and may be of any desired depth and project inwardly and toward the center of the hub, and thus insure an extended metal bearing for the sides of the spoke without increasing the diameter of the hub. This construction of parts gives maximum strength and durability with a minimum diameter of hub, the latter feature allowing of the employment of long spokes, thereby affording maximum elasticity to the spokes of the wheel.

On the inner end of the metal band and cast integral therewith is a cap, F, the inner surface of which is beveled, as at *c*, and made cylindrical, as at *d*. The beveled portion *c* engages a correspondingly-beveled portion, *e*, on the wooden body or core, while the cylindrical portion *d* of the cap fits upon the cylindrical portion *f* of the hub. This construction of cap insures an end bearing on the hub, and forms not only a neat and finished article, but one possessing strength and durability, owing to the fact that the band and cap are cast in a single piece.

In Fig. 2 the shoulder on the band is made beveled, as shown at *g*. In Fig. 3 the shoulder is made square, as shown at *h*, and also the interior of the band and cap are of uniform diameter throughout their entire length.

I would have it understood that I do not restrict myself to any particular form of the band or the cap, nor to any particular form of shoulder on the band or hub, as it is evident that many slight changes in the form and the construction of these parts might be resorted to without departing from my invention.

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

1. The combination, with a hub-body having an annular shoulder formed thereon, of a

metal band provided with spoke-openings and with inwardly-projecting ribs on opposite sides of said spoke-openings, and a cap formed integral with one end of said band, the opposite end of said band being provided with a shoulder adapted to engage and overlap the annular shoulder on the hub-body, substantially as set forth.

2. The combination, with a hub-body having an annular shoulder formed thereon, of a metal band provided with spoke-openings and with inwardly-projecting ribs on opposite sides of said openings, and a cap cast integral with said band at one end thereof, the interior diameter of the cap at its outer end being less than that of the band, the opposite end of the band being constructed to engage and overlap the annular shoulder on the hub-body, substantially as set forth.

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

JARED MARIS.

Witnesses:

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