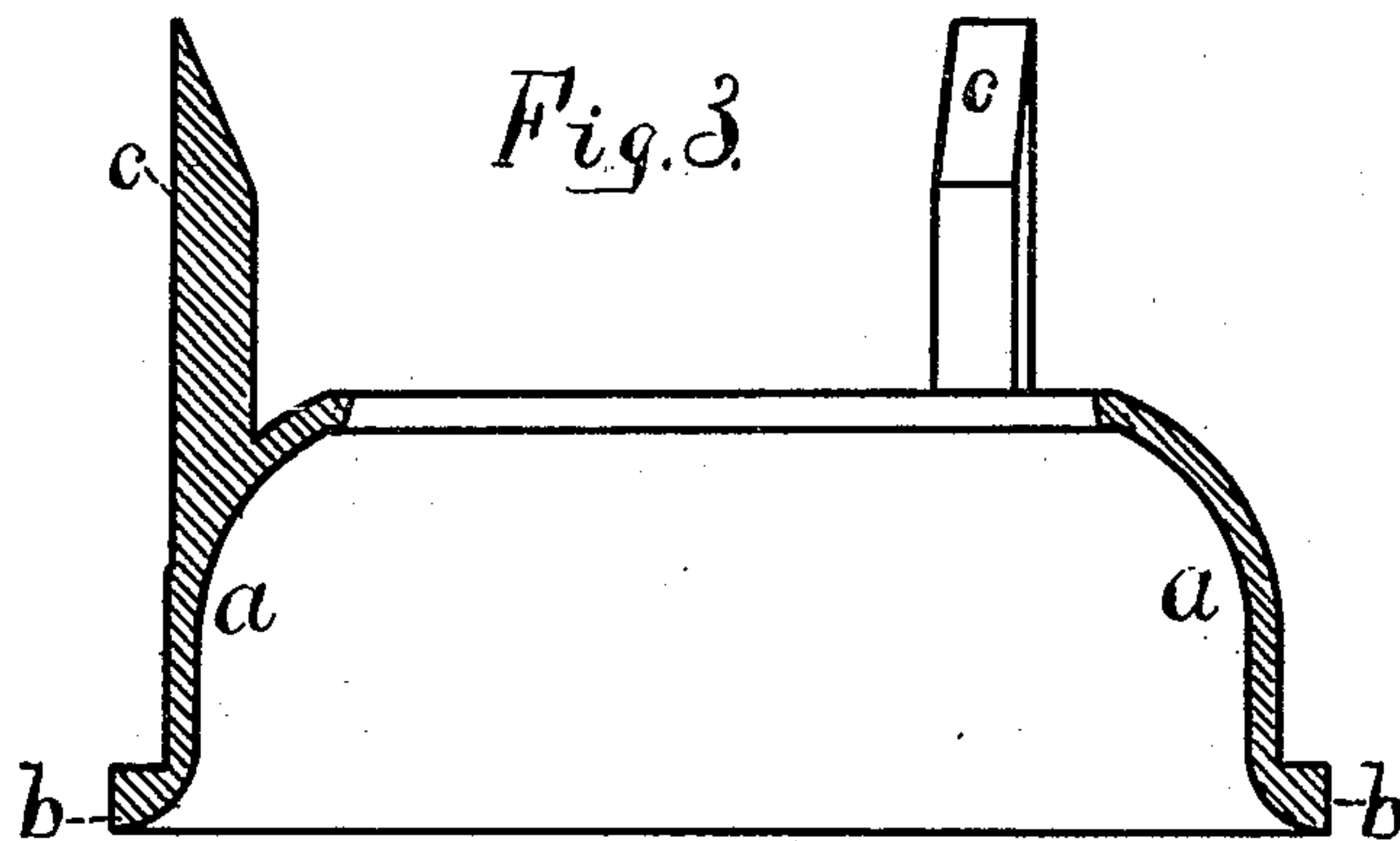
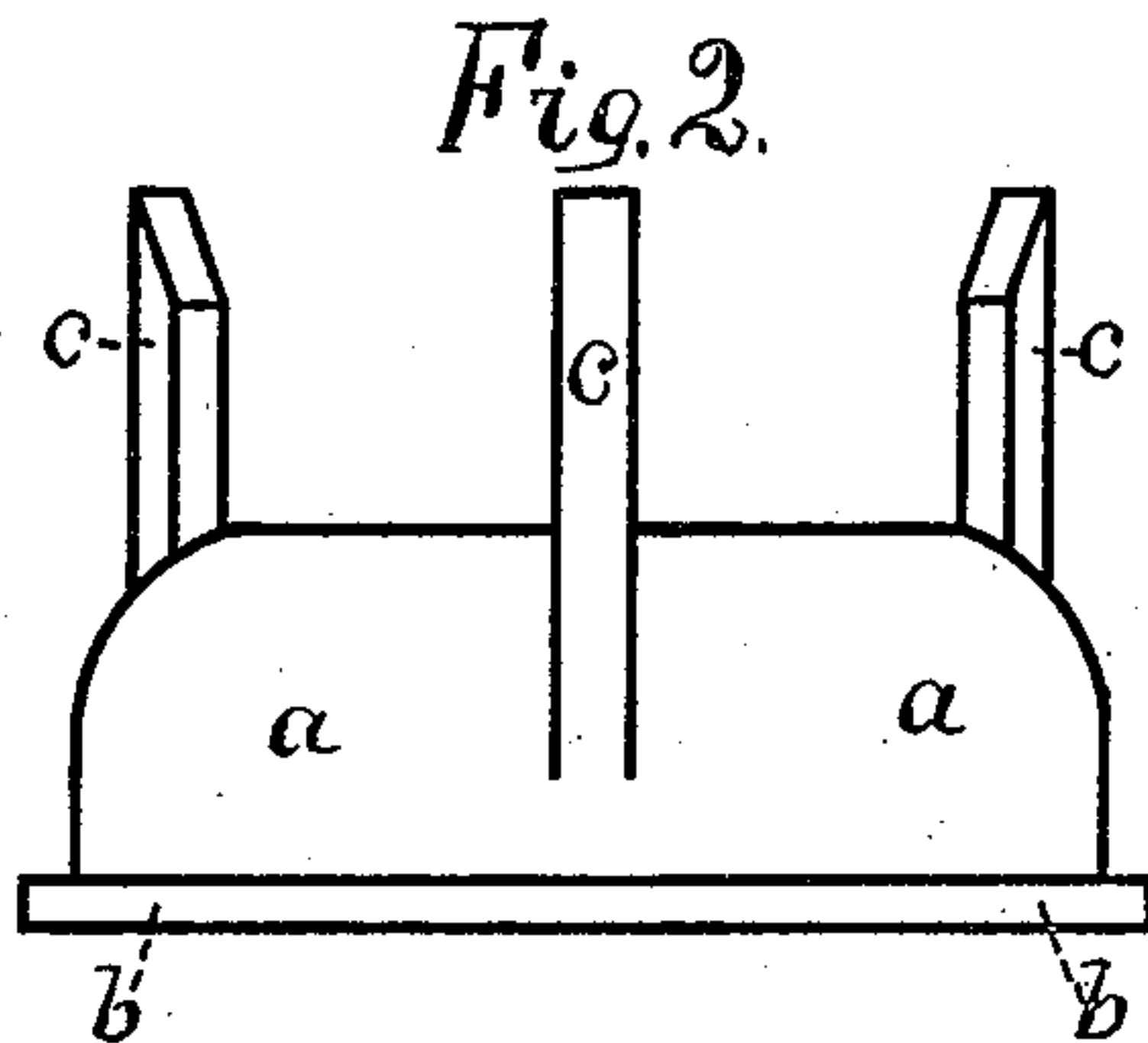
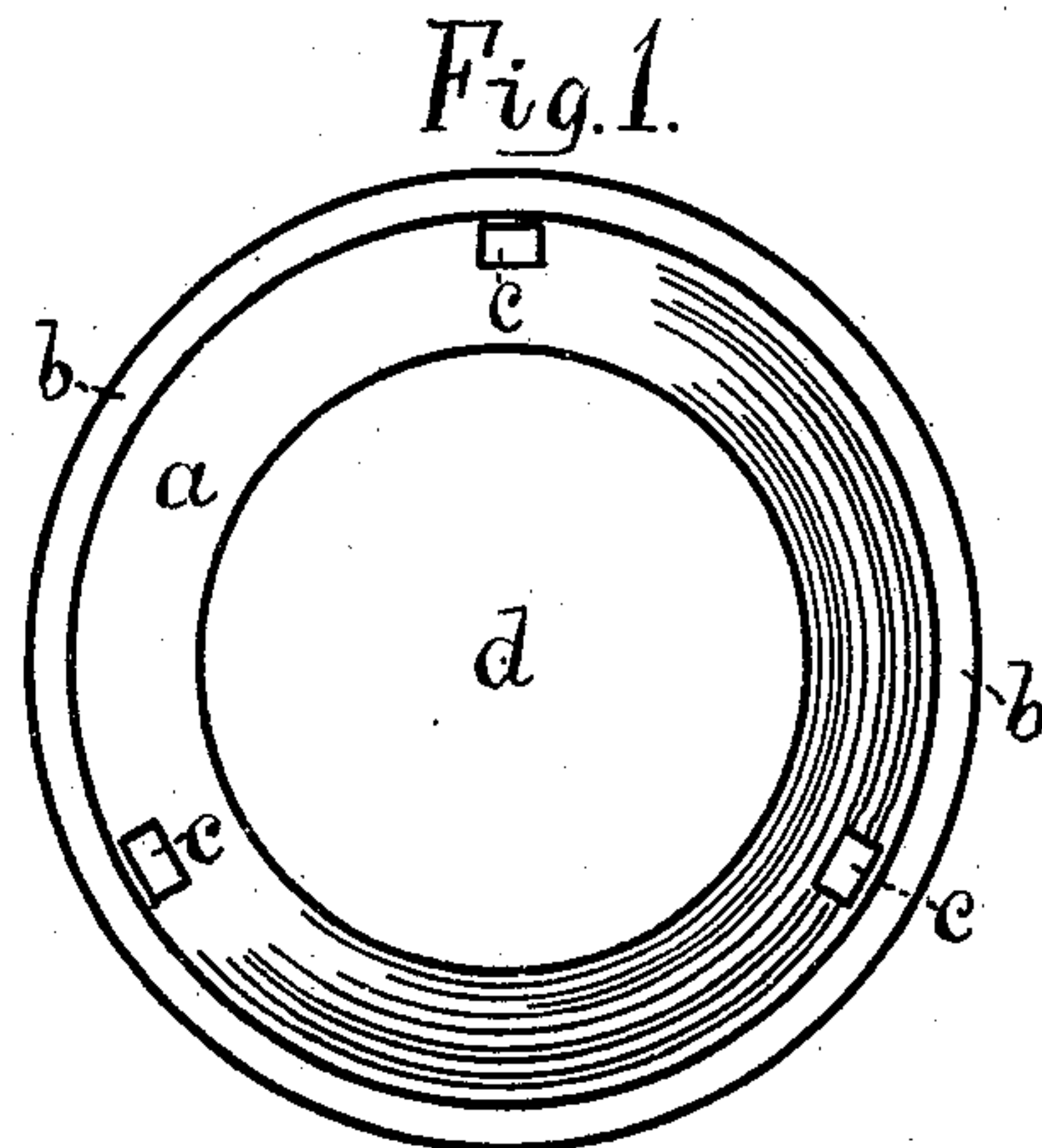
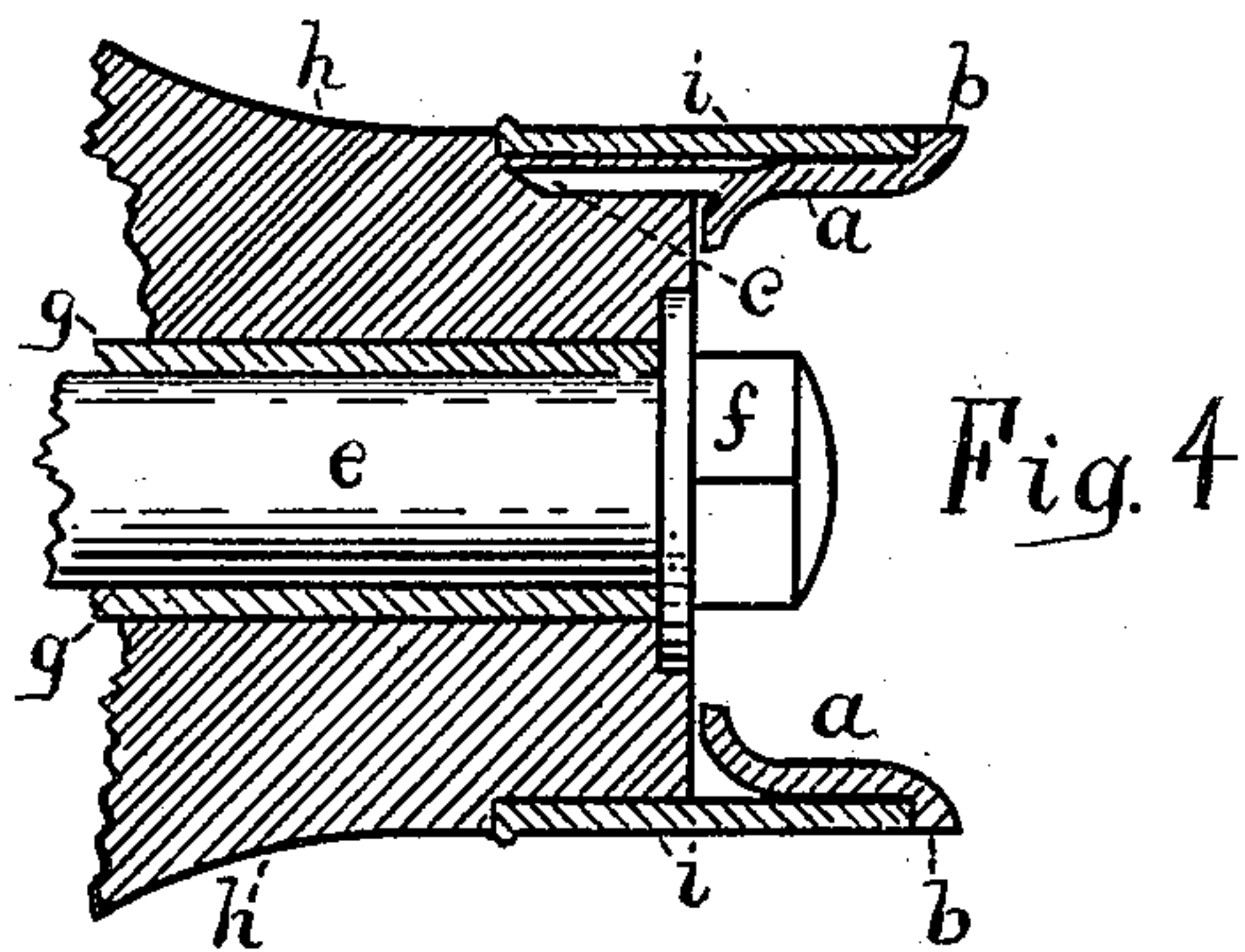


(No Model.)

W. I. ATWOOD.
Detachable Interior Hub Band.
No. 241,177. Patented May 10, 1881.



Witnesses:
W. J. Dudley.
J. Fanner Jr.

Inventor:
Washington I. Atwood
By Porter & Hutchinson, Attys.

UNITED STATES PATENT OFFICE.

WASHINGTON I. ATWOOD, OF MERRIMAC, MASSACHUSETTS.

DETACHABLE INTERIOR HUB-BAND.

SPECIFICATION forming part of Letters Patent No. 241,177, dated May 10, 1881.

Application filed January 19, 1881. (No model.)

To all whom it may concern:

Be it known that I, WASHINGTON I. ATWOOD, of the town of Merrimac, State of Massachusetts, have invented Detachable Interior Hub-Bands, of which the following is a specification.

The object of my invention is to furnish an ornamental interior hub band or lining which may be applied to the vehicle after the same is painted and otherwise completed by being inserted within the usual band that encircles the outer end of the hub; and the invention will, in connection with the accompanying drawings, be hereinafter fully described, and specifically defined in the appended claims.

Figure 1 is an inverted plan view of my band. Fig. 2 is a side elevation thereof. Fig. 3 is a diametric section taken through one of the securing-spurs by which it is secured to the hub. Fig. 4 is a longitudinal section, showing the outer portion of a hub and its inclosing-band in section, with my interior band thereto applied, and also shown in section, the axle and its nut being shown in elevation, while the axle-box *q* is in section.

In said drawings, *a* represents the curved concentric wall of my band, the interior of which, when finished by burnishing, plating, or otherwise, constitutes the ornamental face thereof.

The concentric bead or rim *b* is formed at the outer or flaring portion of the band. When the same is applied to the hub said rim *b* is seated upon the outer concentric edge or rim of the exterior band, *i*, as shown in Fig. 4.

The spurs *c*, of which there are preferably three, are formed upon the exterior wall, *a*, as shown, and so that their outer side or face is practically coincident with the outer line of wall *a* at its greater diameter. The central opening, *d*, of wall *a* is of such size that the flange of the nut *f* on axle *e* will readily and fully pass through it.

I form my bands of a series of sizes to fit the interior of the standard-sized bands *i*, which

inclose the ends of the hub *h*, as shown in Fig. 4, and hence, after the vehicle is otherwise entirely completed, should the purchaser desire an ornamental band of any style of finish—such as burnished brass, gold, silver, nickel, or copper plated—interior bands so finished can be at once inserted within bands *i* and the spurs *c* driven into the hub, so that rim *b* will fit closely to the outer rim of the exterior band, as shown in said Fig. 4.

I am aware that an exterior band of iron or other strong or coarser or cheaper metal has been provided with an interior lining of finer metal ornamentally formed and finished, the two being firmly united by soldering near the outer verge or edge, so as to constitute a single and entire article of sale and use; but my band is distinguished therefrom by being formed to be secured in place by being directly attached to the hub, and while it may be in contact with the exterior band, yet it is not connected therewith, but is held in position by contact with the hub, and may be applied at any time, or removed even, without disturbing the outer band.

I claim as my invention—

1. An ornamental interior hub-band having a central opening for the insertion of the axle-nut, a rim to engage or seat upon the outer band, and spurs or projections to enter the hub and hold such interior band in place, substantially as specified.

2. An interior hub-band formed with the curved concentric wall *a*, the central opening, *d*, the securing-spurs *c*, and the seating rim *b*, substantially as specified.

3. The combination of hub *h*, the outer band, *i*, and the inner band formed with spurs to enter the hub, a rim to seat upon the outer band, and a central opening for the axle-nut, substantially as specified.

WASHINGTON I. ATWOOD.

Witnesses:

GEO. W. CATE,
CHARLES P. AYERS.