

(Model.)

J. B. BLATT.
HUB FOR VEHICLE WHEELS.

No. 260,644.

Patented July 4, 1882

Fig. 1.

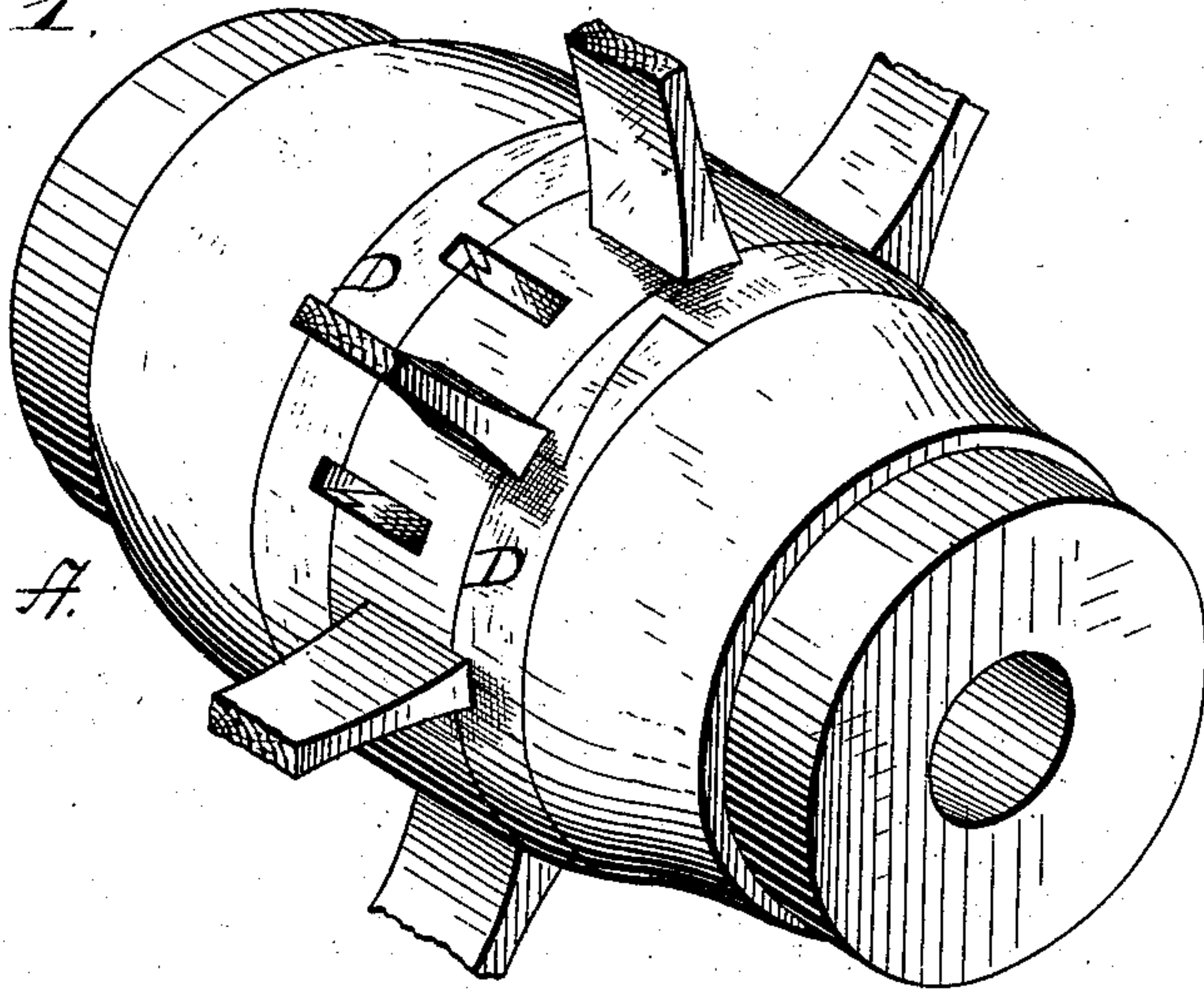


Fig. 2.

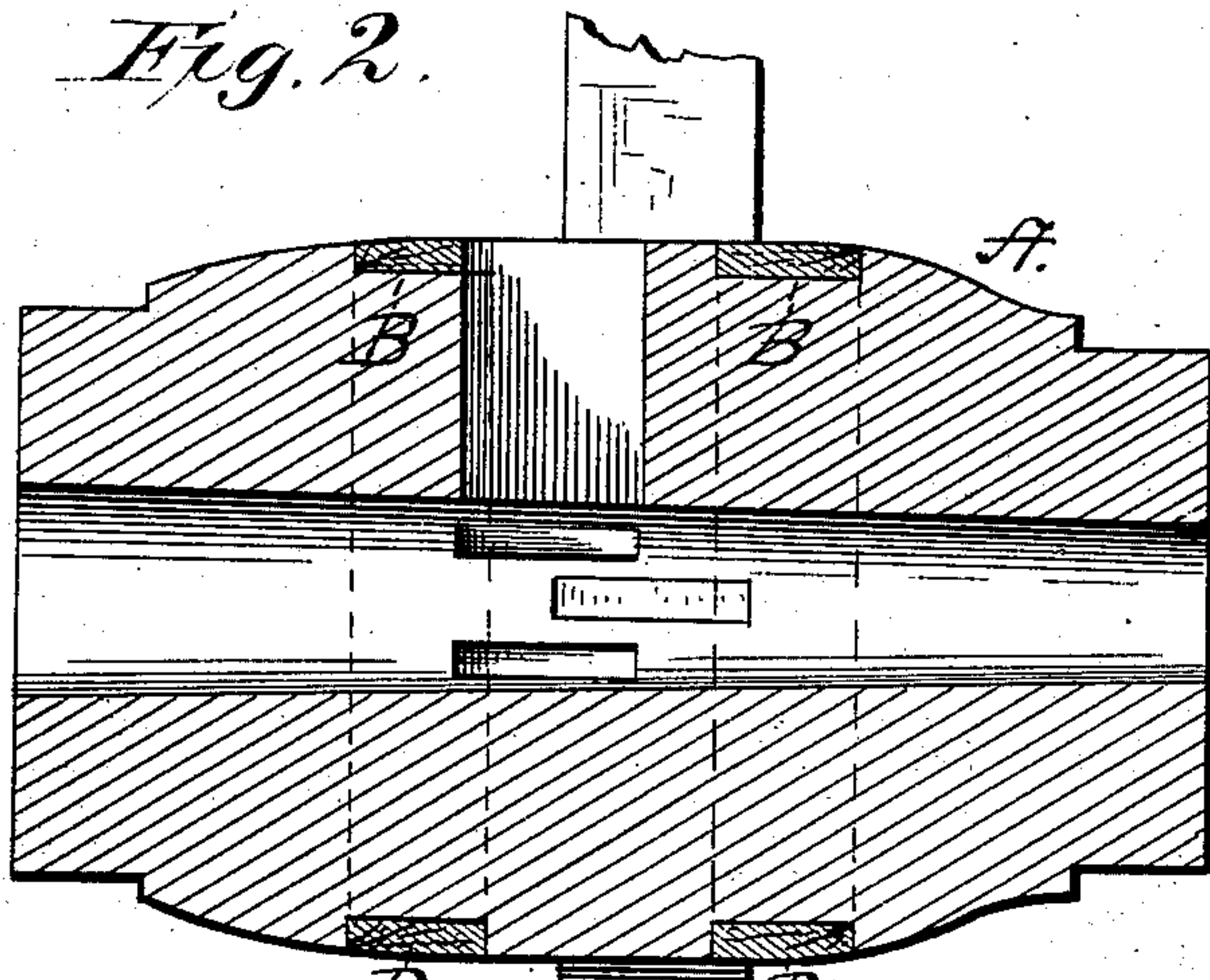
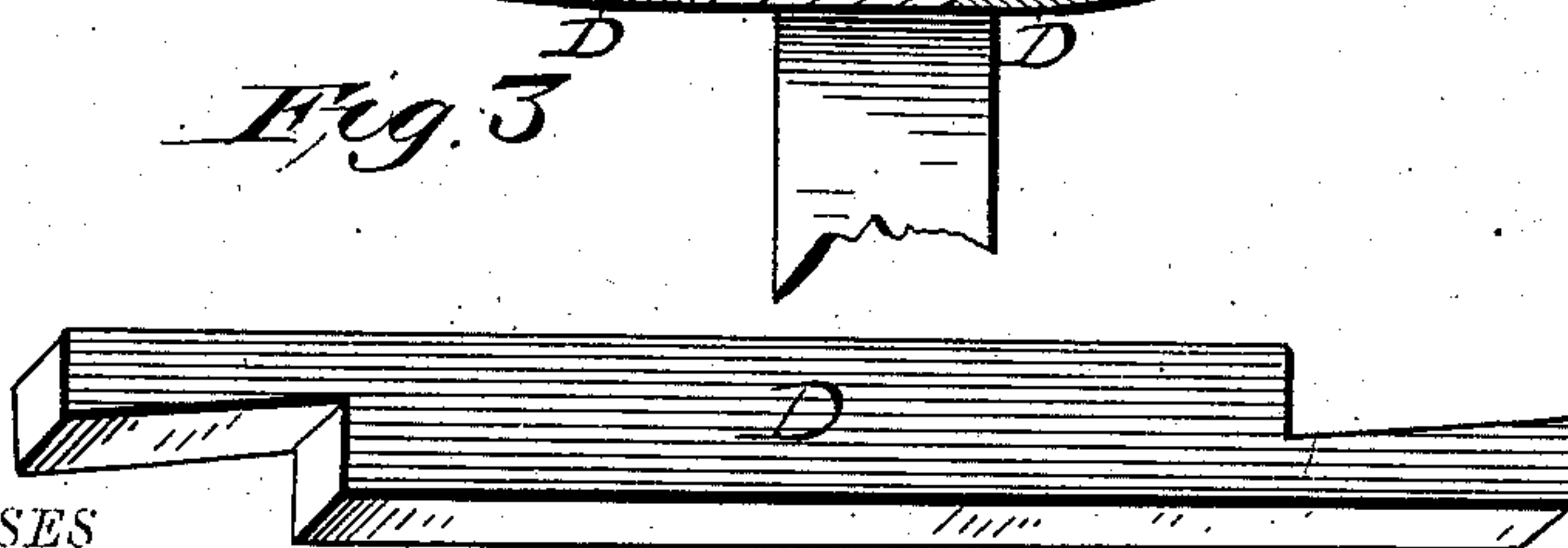


Fig. 3.



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HUB FOR VEHICLE-WHEELS.

SPECIFICATION forming part of Letters Patent No. 260,644, dated July 4, 1882.

Application filed February 23, 1882. (Model.)

To all whom it may concern:

Be it known that I, JOHN B. BLATT, a citizen of the United States of America, residing at Reading, in the county of Berks and State of Pennsylvania, have invented certain new and useful Improvements in Manufacture of Wooden 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.

This invention relates to certain improvements in the manufacture of wooden hubs for vehicles.

Heretofore wooden hubs have been re-enforced by metallic bands arranged in formed grooves on opposite sides of the spokes; also by wrapping wire in the formed grooves. These methods of re enforcing the hub are objectionable for several reasons, among which may be stated, first, in the shrinkage of the wood the metal bands or wire become loose, causing it to rattle, and, being loose, the hub is liable to split and be marred and the bands fly off and become lost; second, when the bands are forced onto the hub by hydraulic pressure it often happens that the fiber or grain of the wood is crushed or broken, thus injuring the hub, as well as the strength and durability.

The objects of my improvements are to overcome these difficulties, and produce a light and neat-finished hub at the same cost, if not cheaper.

My invention therefore consists in the novel art or method of attaching re-enforcing bands to wooden hubs for vehicles, the same consisting in forming cylindrical grooves in the hub, then inserting or forcing bands made of suitable wood into the formed grooves, and then securing said bands to the hubs, as will be hereinafter more fully set forth.

My invention further consists in a wooden band-blank for wooden hubs, with interlocking ends or their equivalents, as a new article of manufacture.

My invention further consists in a wooden hub having wooden re-enforcing bands let into formed grooves, as a new article of manufacture.

My invention further consists in the novel

construction and arrangement of the parts, as will be hereinafter more fully set forth and specifically claimed.

In the accompanying drawings, Figure 1 is a perspective view of a hub with a portion of the spokes in position, showing my improvements. Fig. 2 is a central longitudinal sectional view of the same; and Fig. 3 is a perspective view, on a reduced scale, of the blank for a band, showing fully the construction of the same.

In the annexed drawings, the letter A represents one style or kind of wooden hubs of the many kinds to which my improvements are applied. In the periphery of this hub, at proper distance apart, are formed two grooves, B, during the process of turning the hub, or afterward, as best suited. These grooves, which are preferably rectangular, should be so arranged that their inner edges will come within the mortised or socket spaces of their respective spokes one-eighth ($\frac{1}{8}$) of an inch (more or less) of the mortises or sockets for the spokes, for the purpose hereinafter stated.

The letter D (see Fig. 3) represents the wooden band-blank, made of hard hickory or other suitable wood, and of the desired length, width, and thickness. The material or stock for these bands is cut into strips of the desired width and thickness, or a little greater, then thoroughly steamed and bent, and, when dry and set, are cut to the proper length and width to fit tightly into the formed grooves of the hub. The ends of these band-blanks are preferably cut dovetailed, as shown, so as to interlock and prevent drawing apart of the ends. After the band-blanks and the grooves in the hub are properly glued the hub and band-blanks are placed in a jointed or hinged iron case of the size of the hub, and by applying pressure to the iron case the bands are pressed firmly into the grooves of the hub, and when the bands are firmly set the iron case is opened and the hub, with its seated bands, removed. The hub may now be centered in the lathe and the bands finished even or flush with the periphery of the hub. Other suitable means for pressing or forcing the bands into the grooves of the hub for union may be employed.

By reference to Figs. 1 and 2 of the draw-

ings it will be observed that in mortising the sockets for the spokes a portion about one-eighth ($\frac{1}{8}$) of an inch of the inner edges of the bands in the direction of the length of the hub is cut away, and that the shoulders of the spokes, when driven home, rest upon the bands and firmly hold them in their places, making it impossible for the bands to become loose in the hub. When the hub is painted the bands are not noticeable.

The meeting or joining ends of the bands may abut or be halved; also, the grooves in the hub may be curved to receive semicircular, in cross-section, bands; also, other fastening or securing agents may be employed with or without the glue or its equivalents. Therefore I wish it distinctly understood that I reserve the right to vary the construction without departing from the spirit of the invention.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The method of attaching re-enforcing

bands to wooden hubs for vehicles, which consists in forming cylindrical grooves in the hub, then inserting or forcing wooden bands into the formed grooves, and then securing the bands to the hub, substantially as described.

2. As a new article of manufacture, a wooden band-blank with interlocking ends, substantially as described.

3. A wooden hub for a vehicle, having re-enforcing wooden bands let into formed grooves, substantially as described.

4. A wooden hub for a vehicle, having re-enforcing wooden bands let into formed grooves and partially mortised for the shoulders of the spokes, substantially as described.

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

JOHN B. BLATT.

Witnesses:

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