(No Model.)

V. A. SALLOT.

VEHICLE HUB.

No. 288,121. Patented Nov. 6, 1883.

Fig. 1

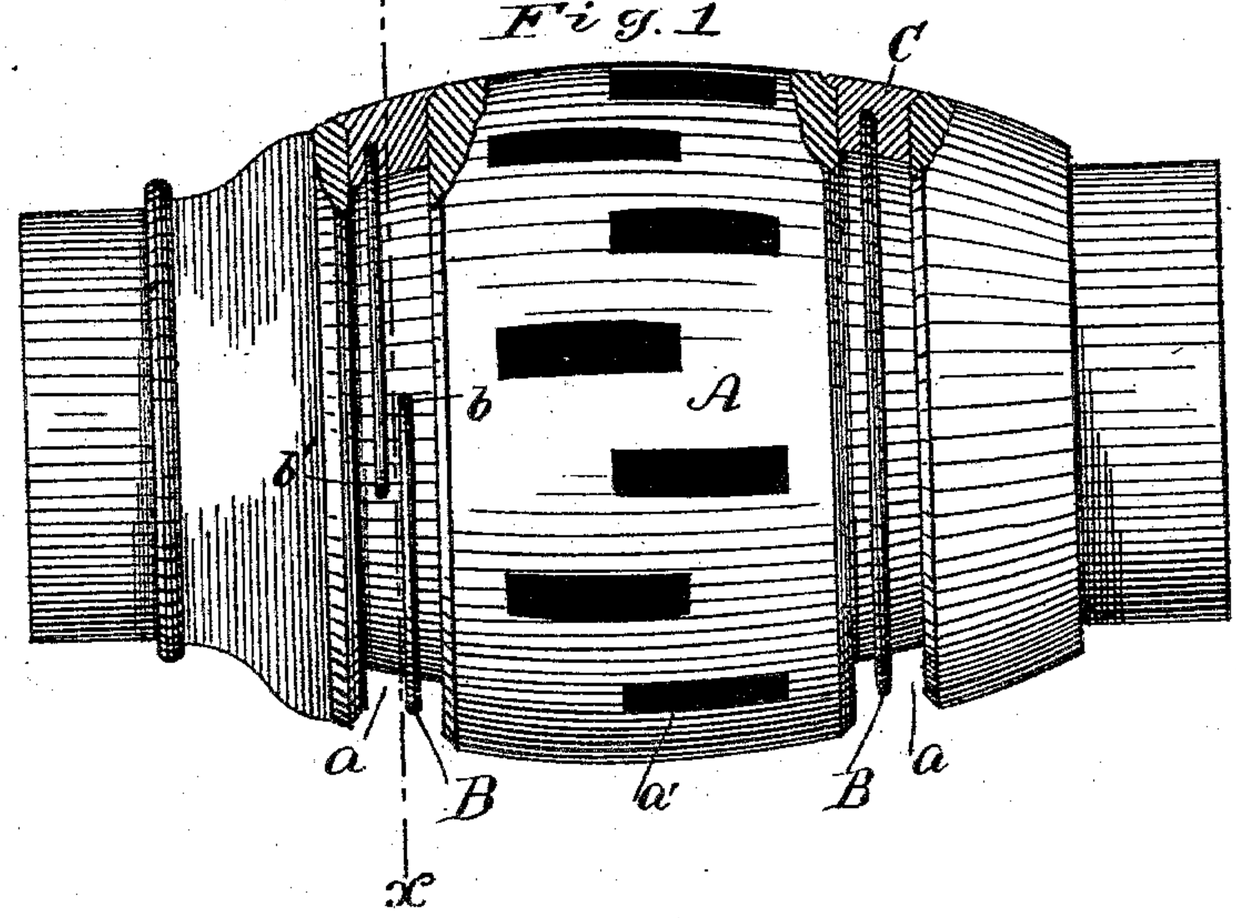


Fig. 2

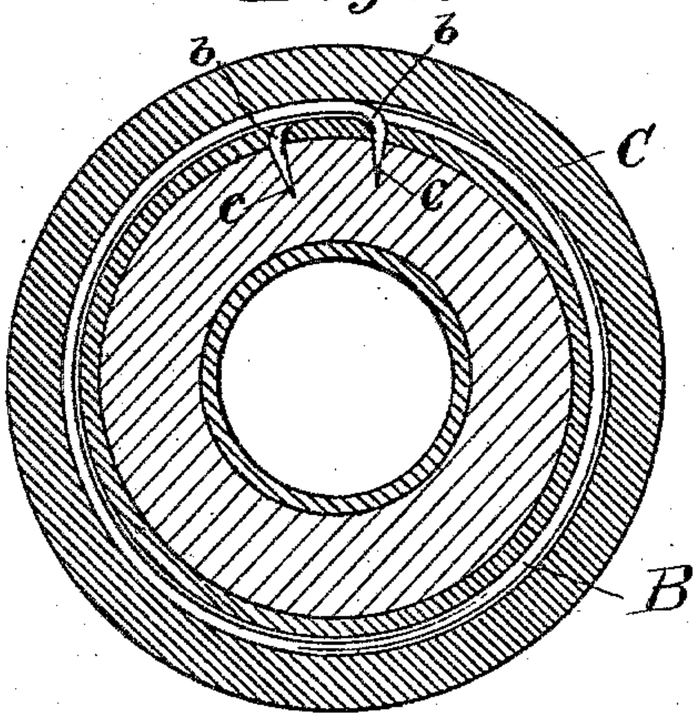
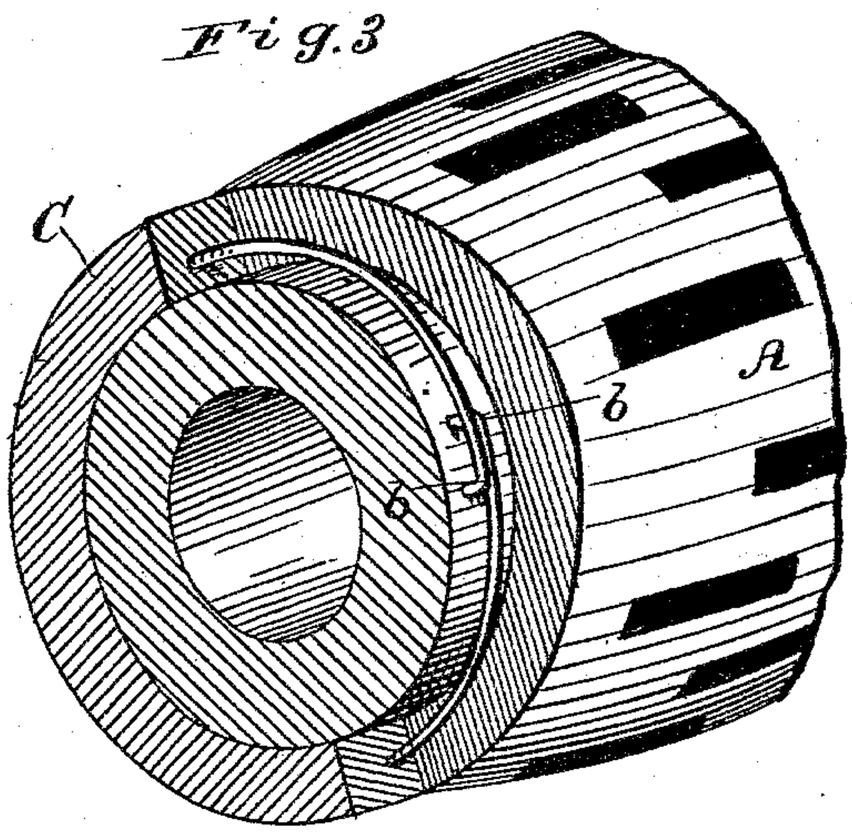


Fig. 3



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UNITED STATES PATENT OFFICE.

VICTOR A. SALLOT, OF FORT WAYNE, INDIANA.

VEHICLE-HUB.

SPECIFICATION forming part of Letters Patent No. 288,121, dated November 6, 1883.

Application filed September 29, 1883. (No model.)

To all whom it may concern:

Be it known that I, VICTOR A. SALLOT, a citizen of the United States, residing at the city of Fort Wayne, in the county of Allen and State of Indiana, have invented certain new and useful Improvements in Vehicle-Hubs, of which the following is a specification, reference being had herein to the accompanying drawings.

This invention relates to an improved metallic band for strengthening the wooden hubs of vehicle-wheels, the object being to prevent the fracture or splitting of the hubs.

Figure 1 is a side view, partly in section, of a hub having my improvement applied thereto. Fig. 2 is a vertical section. Fig. 3 is a sectional perspective.

Heretofore it has been customary to strengthen the hubs by means of wires wrapped around the hub in a large number of convolutions, there being a comparatively thin layer of soft metal placed on top for the purpose of giving a smooth finish at the periphery. Instead of wires use has also been made of a flat metallic band wrapped around the hub in a groove, the band having its coils superposed upon one another.

The present invention has for its aim to produce a band which shall be much stronger than those heretofore used, and which shall be more easily and cheaply made, one of its features being that it has but a single coil of wire, the tensile strength of which is supplemented by the strength of the metallic band in such way that the numerous coils heretofore used are not necessary. It will be apparent that after a single coil of wire has been placed around the hub, and if the ends can be so secured as to prevent their separating, there will be no additional strength provided, no matter how great a number of additional coils be provided, for, if the wire or band breaks at any point, all of the coils are rendered useless. I have succeeded in making a single coil perform the work of the larger number of coils heretofore used, and at the same time give a greater support to the hub.

A represents the hub generally, which may be made of any shape or size. It is provided with one or more grooves, *a*, there preferably being one upon each side of the series of spoke-sockets *a'*.

B represents a wire which is sufficiently long to make about one and one-eighth coil in the groove *a*—that is to say, the end *b* overlaps the end *b'* about one-eighth of a coil. This wire is not stretched taut along the bottom of the groove, as has been customary heretofore in employing wire for strengthening hubs. To so stretch it is an operation of considerable difficulty and expense, requiring the use of machinery and tools which I entirely obviate. At the ends *b b'* there are hooks or points *c* formed, each being at an angle to the longitudinal line of the wire, and they can be driven into the wood, either at the bottom or the side of the groove *a*. The wire, it will be seen by examining the drawings, is left, as said above, loose—that is, so as to have some space between it and the bottom of the groove. After the wire has been secured in place the metal C is poured into the groove. This fills up the space not only above or outside of the wire B, but also below or inside of it and the spaces by the sides thereof; hence the wire B is embedded in a strong band of metal, and in turn the metal binds the two ends of the wire together, and so fastens it that any longitudinal strain on the wire at one point is practically distributed around the whole coil. Thus it will be seen that the wire and the metal co-operate to form a strong and durable band, which, while being much cheaper than those heretofore used and more easily made, is much more efficient, as a larger amount of the metal C can be used without employing a larger groove to receive it.

If desired, the wire may be corrugated or roughened, or provided with spurs which will engage with the metal and insure that there shall be no slipping of the one relatively to the other.

What I claim is—

1. The herein-described metallic band for a wooden vehicle-hub, it having a wire, B, and metal C joined to the wire, and situated both beneath and outside the wire, substantially as set forth.

2. In a strengthening-band for a vehicle-hub, the combination of the wire B, arranged

to form a coil and a fraction of another, and the metal C, cooled and hardened around the wire and the overlapping ends thereof, and partly situated between the wire and the hub, substantially as set forth.

3. In a strengthening-band for a wooden vehicle-hub, the combination of the wire B, provided with hooks at the end adapted to be driven into the wooden hub, and the metal C, poured and hardened upon the wire, substantially as set forth.

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

VICTOR A. SALLOT.

Witnesses:
AUGUST C. TRENTMAN,
BERNARD REHNEN.