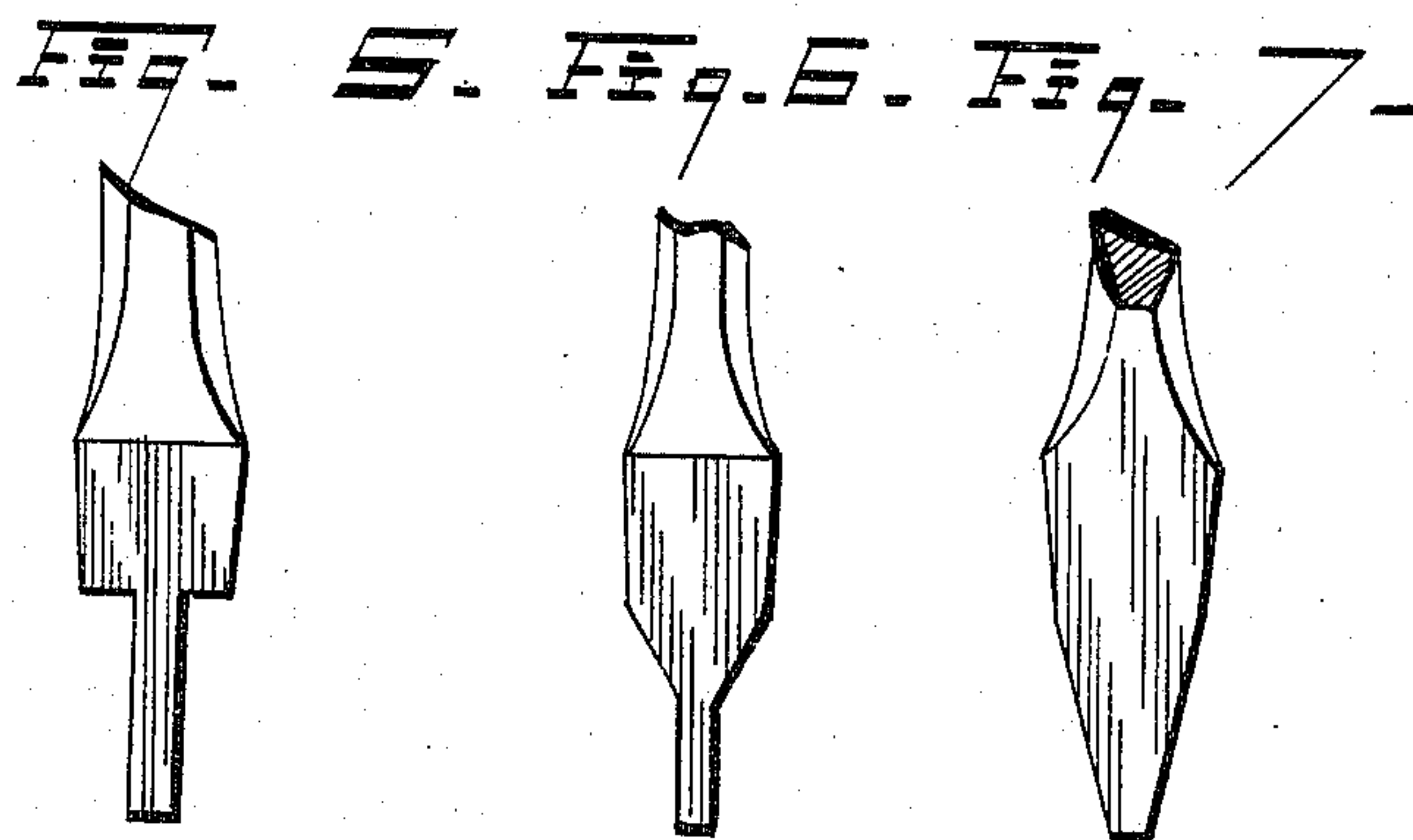
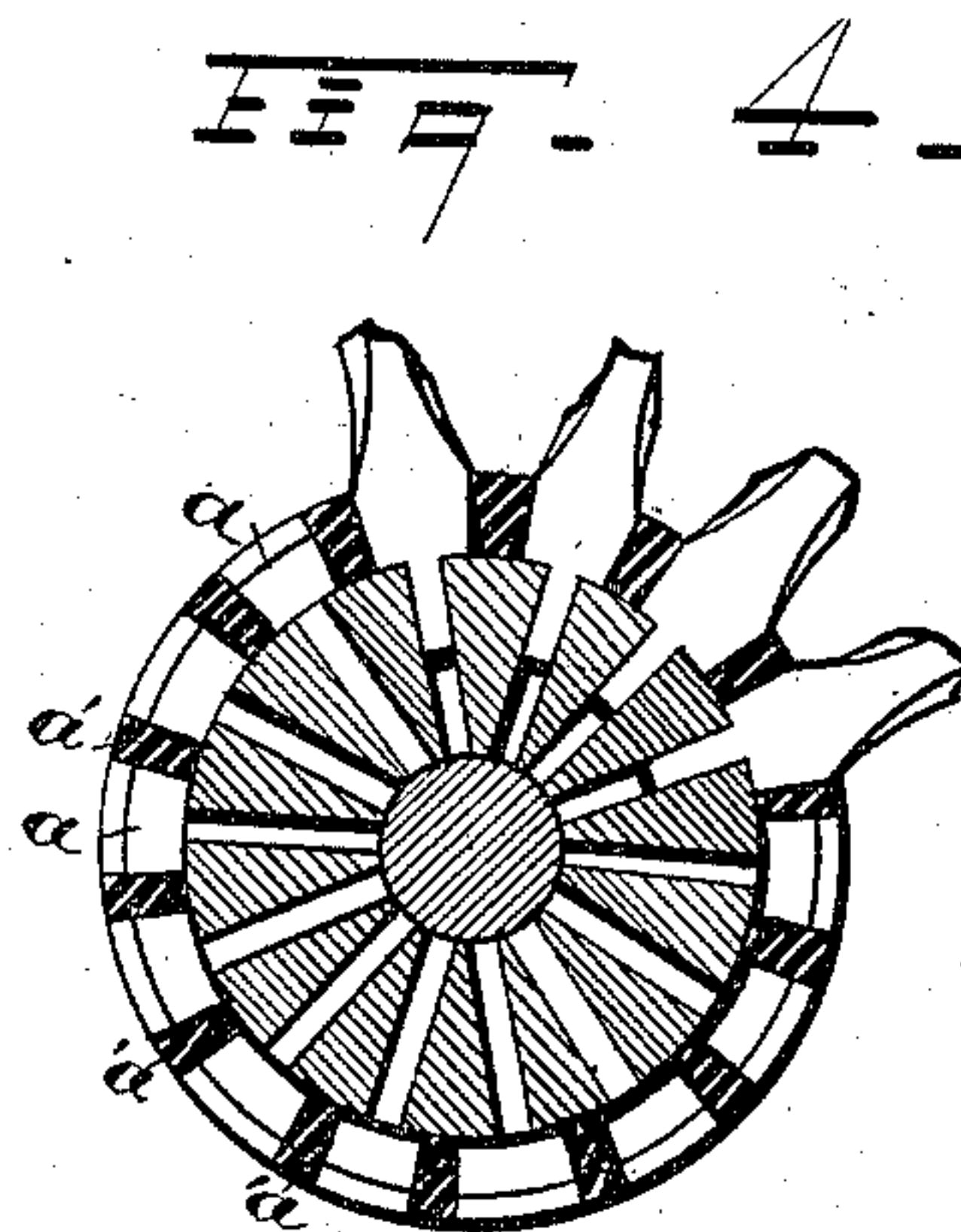
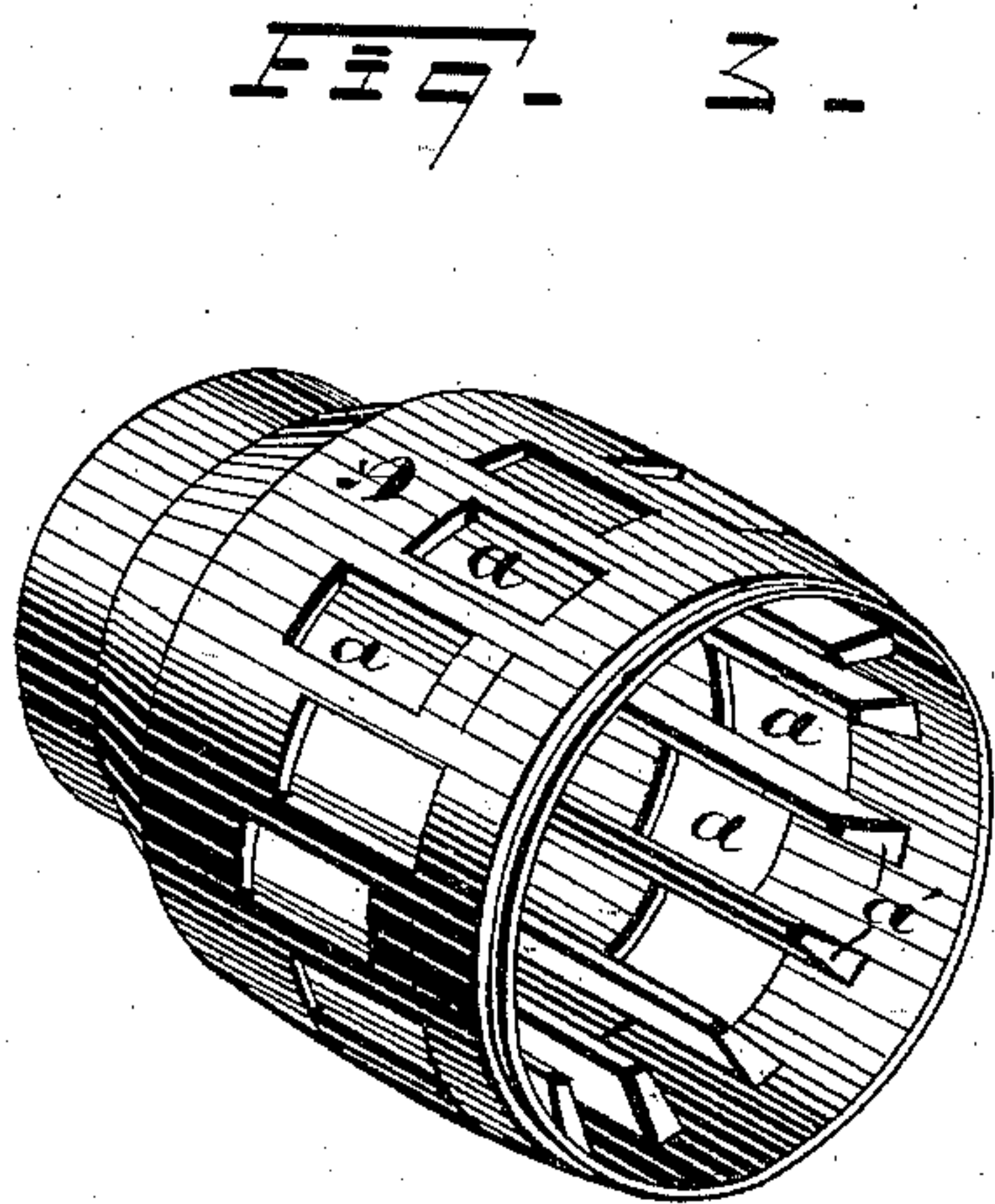
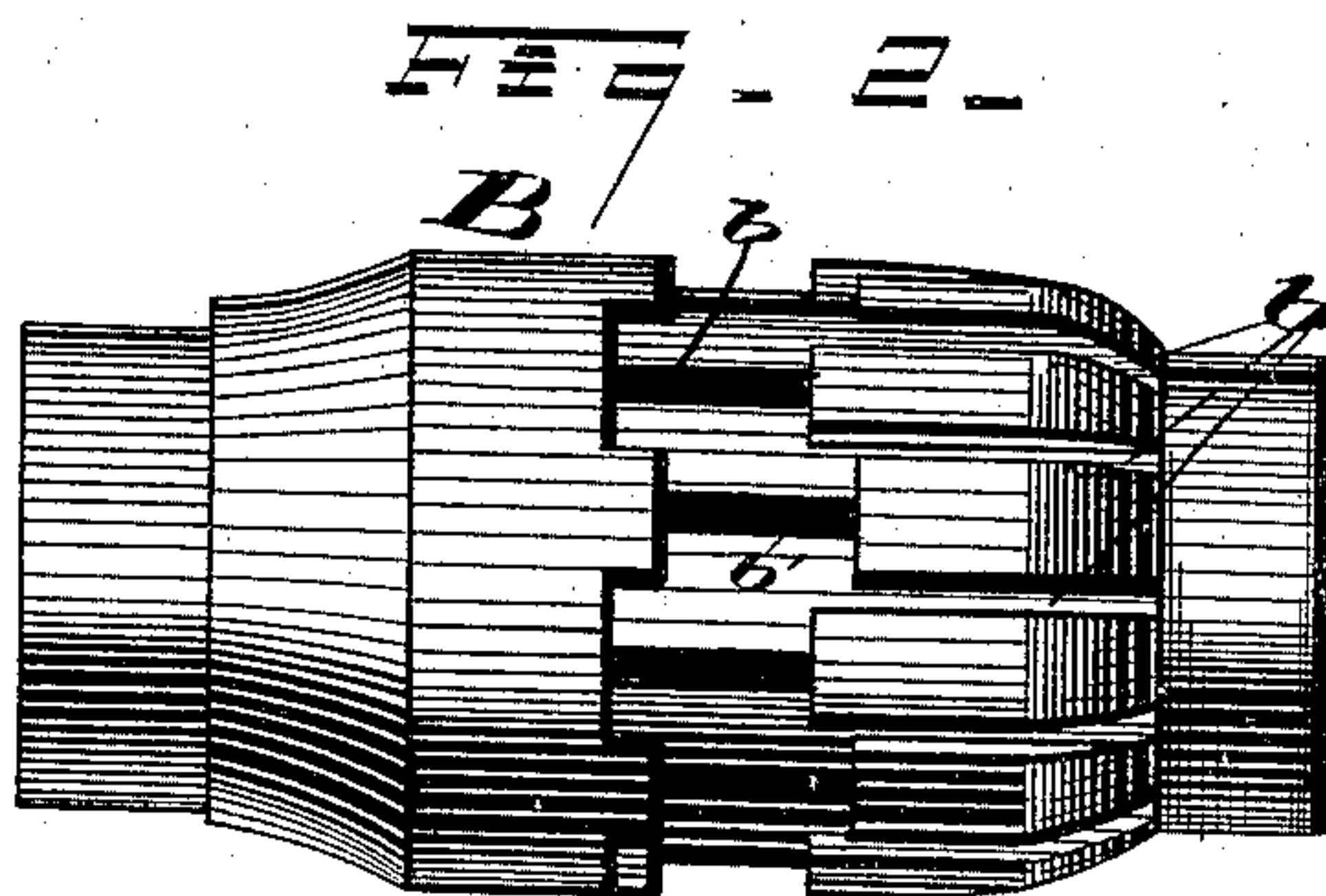
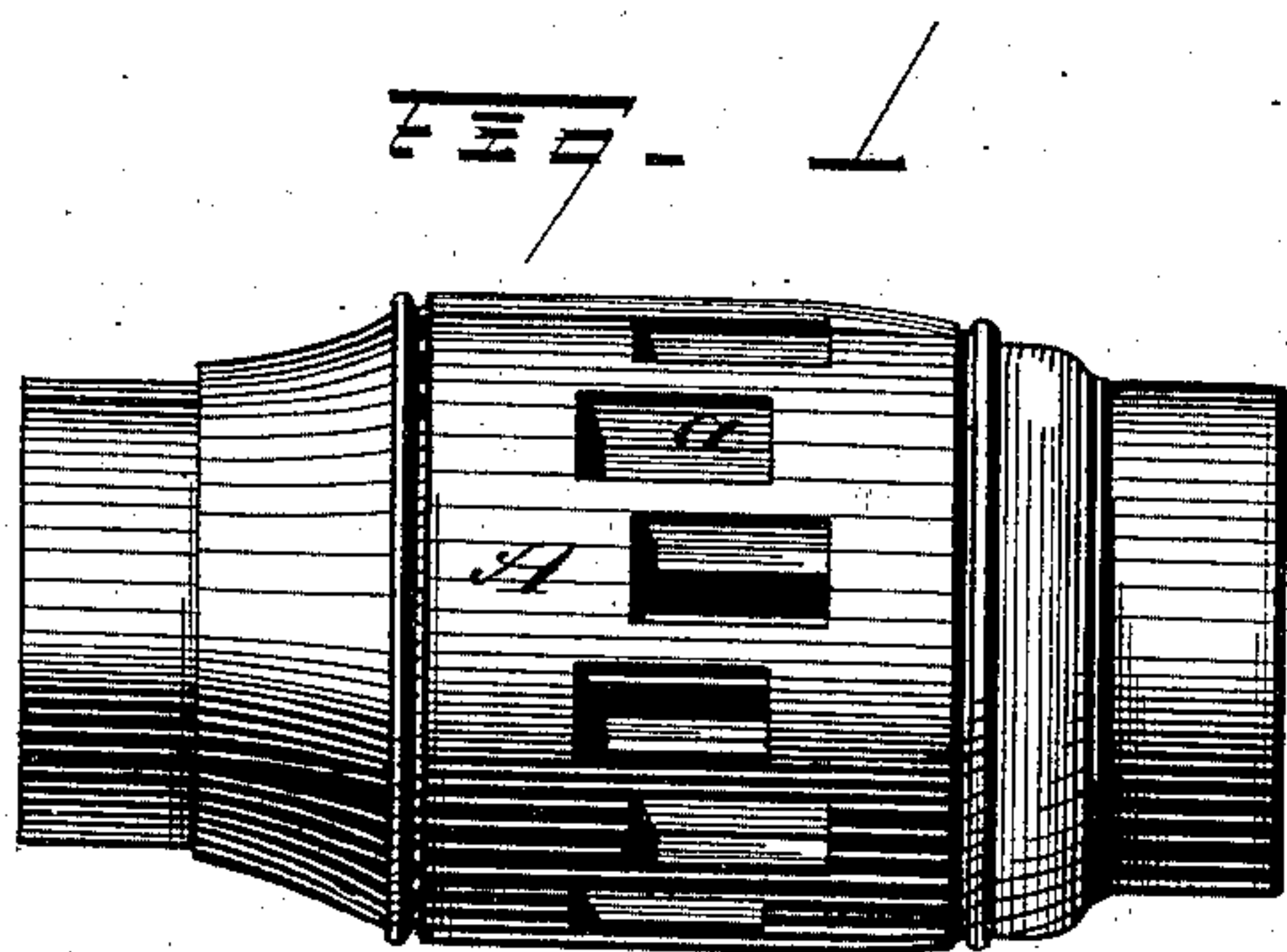


(No Model.)

J. MARIS.
VEHICLE HUB.

No. 305,397.

Patented Sept. 16, 1884.



WITNESSES

Wm. M. Montee.
Geo. W. King

INVENTOR

Jared Maris.
Leggett & Leggett
Attorneys

UNITED STATES PATENT OFFICE.

JARED MARIS, OF COLUMBUS, ASSIGNOR TO S. N. BROWN AND COMPANY,
OF DAYTON, OHIO.

VEHICLE-HUB.

SPECIFICATION forming part of Letters Patent No. 305,397, dated September 16, 1884.

Application filed April 24, 1884. (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 pertains to make and use the same.

My invention relates to improvements in vehicle-hubs, the object being to provide a metal band around the hub, with openings through the central part of the band to receive the spokes, preferably the full size or nearly full size, and the band provided with longitudinal inside radially-projecting ribs that will admit of the large tenon of the spokes extending to the bottom of the rib. A further object is to arrange smaller mortises in the hub below the opening between the said metal ribs, to receive the smaller tenons of the spokes. A further object is to provide longitudinal grooves in the hub from the rear forward to fit the ribs of the band, and by means of which the band may be forced onto the hub from the rear, and leaving the hub, except when recessed for the spokes, the full size that the band will receive.

With these objects in view my invention consists in certain features of construction, and in combination of parts hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is an elevation of my improved hub. Fig. 2 is an elevation of a wooden hub with the metal band removed. Fig. 3 is a view in perspective of the metal band. Fig. 4 is a transverse section of the hub and band in position. Figs. 5, 6, and 7 represent different forms of tenons on the spokes.

A represents a metal band, provided with the openings *a* for receiving the spokes. These openings, as shown, are large, so as to receive the spokes full size, or nearly so. The division-walls between this opening extend inward radially, forming ribs *a'*, that furnish firm support for the large part of the spokes. The spokes are preferably "staggered," so called, but may be set in line, if preferred, and of course the openings are arranged accordingly.

B represents the hub, that is made the full

size that the band A will receive, and is grooved longitudinally, as shown at *b*, to receive the ribs *a'* of the band A, that is placed in position on the hub from the rear end of the hub. Small mortises *b'* are made in the hub central with the openings *a* laterally, but preferably of the same length as the latter. The wood is cut away—that is, the hub sized down—so that no wood is left between the ribs where the spokes enter. The mortise *b'* may be made so as to have a square shoulder to fit the spokes shown in Fig. 5, or with converging walls to fit a spoke similar to that shown in Figs. 6 or 7, as may be preferred.

It will be observed that there is no outwardly-projecting flanges that give a hub such a clumsy appearance; but in place thereof the inwardly-projecting ribs serve the purpose of receiving and rigidly supporting the spokes at or nearly the full size and to a considerable distance, while leaving the hub with that graceful outline so desirable in carriage wheels.

What I claim is—

1. The combination, with a wooden hub, provided with spoke-mortises, of a metal band provided with inwardly-projecting ribs, arranged to form bearings for the spokes, said ribs being arranged relative to the spoke-mortises, to provide a seat on the sides of each mortise for shoulders on the mortised ends of the spokes, substantially as set forth.

2. The combination, with a wooden hub, of a metal band having spoke-openings, and provided with longitudinal ribs on its inner surface, that extend inwardly their full width within the circles described by one or both ends of the bands, substantially as set forth.

3. A metal band provided with spoke-openings, and on its inner side with inwardly-projecting ribs, that form extended inner bearings for the spokes, said band being constructed to snugly fit upon the hub, and the ribs to extend radially inward beyond the outer surface of the hub, substantially as set forth.

In testimony whereof I sign this specification, in the presence of two witnesses, this 17th day of April, 1884.

JARED MARIS.

Witnesses:

ALBERT E. LYNCH,
CHAS. H. DORER.