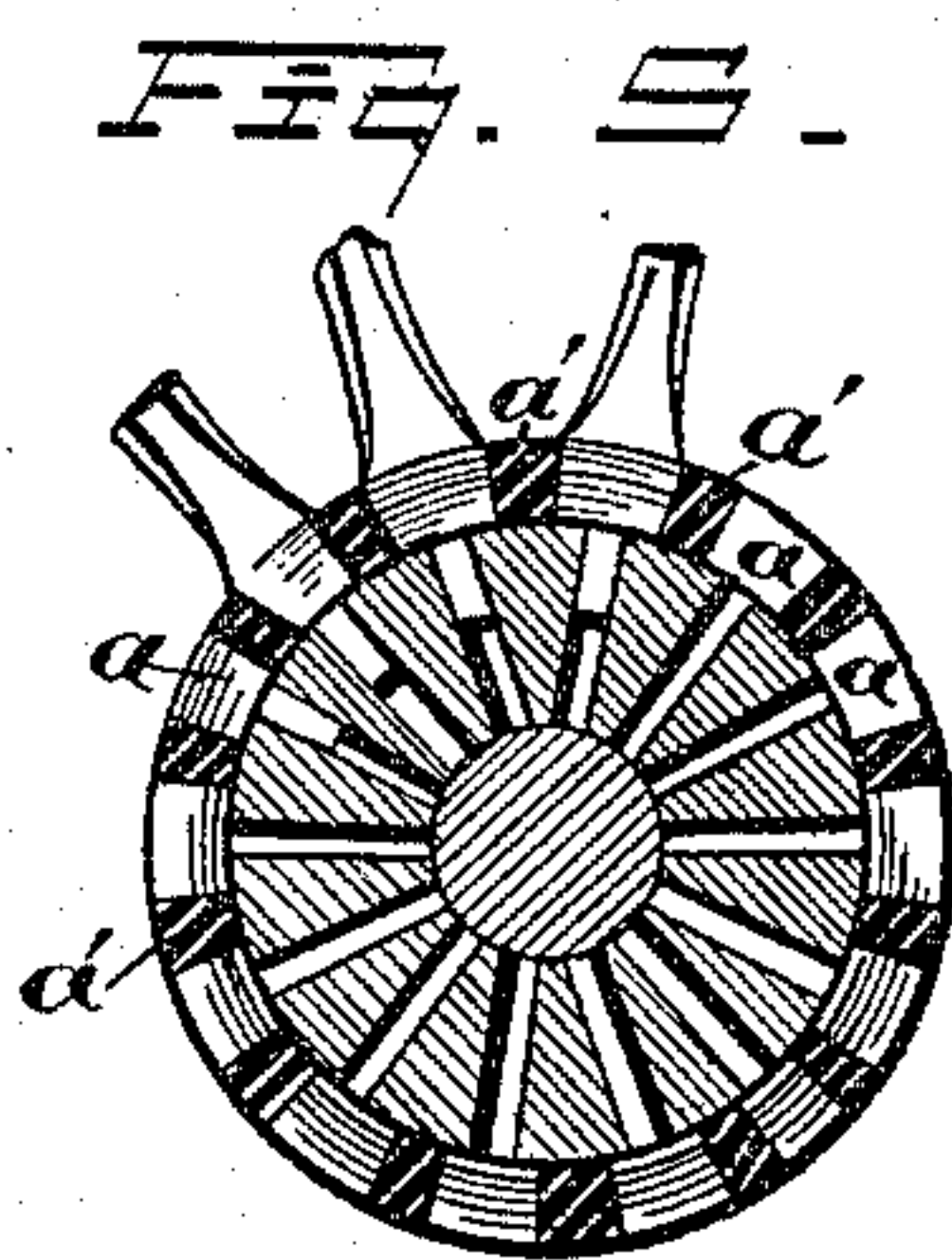
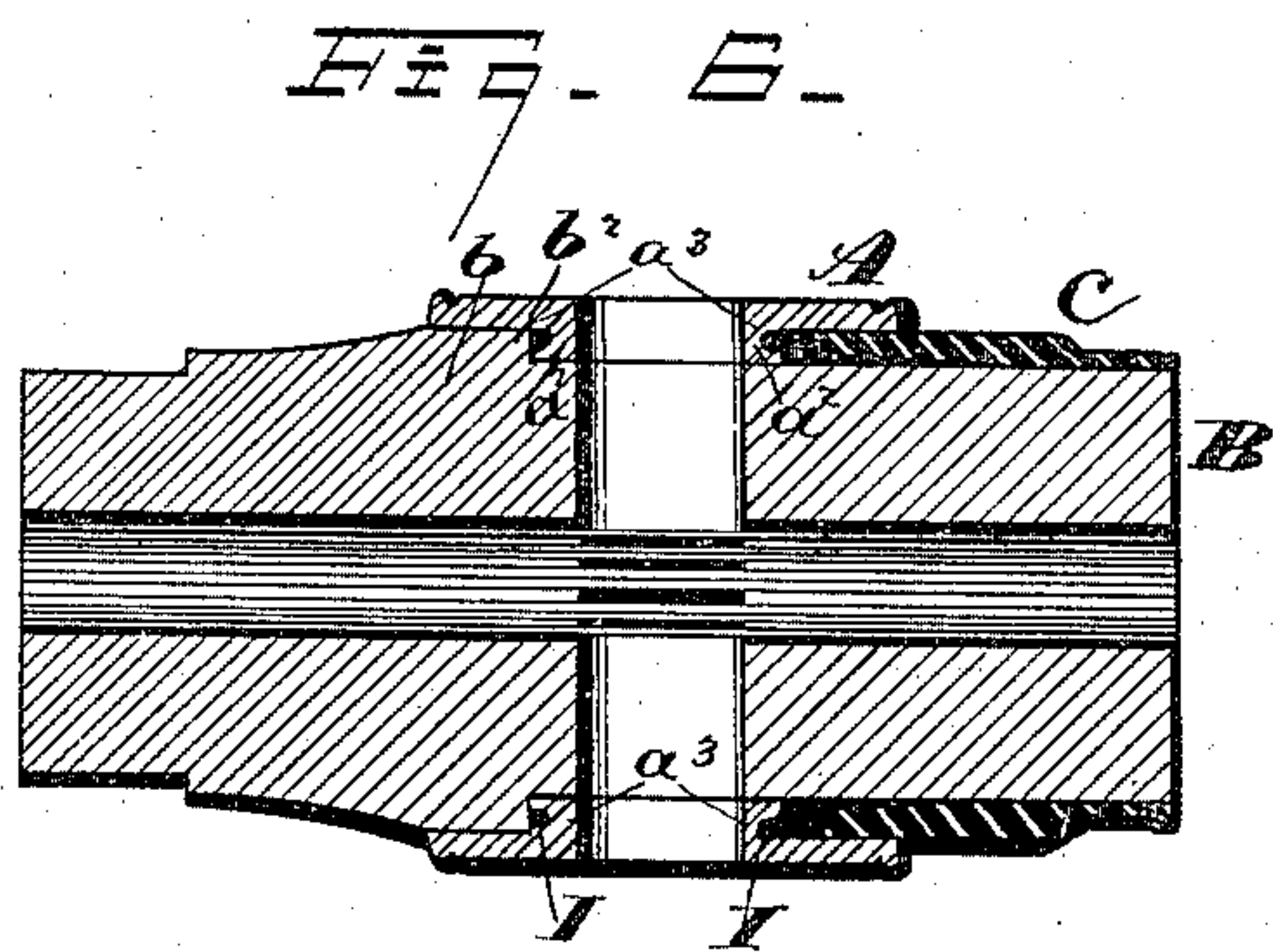
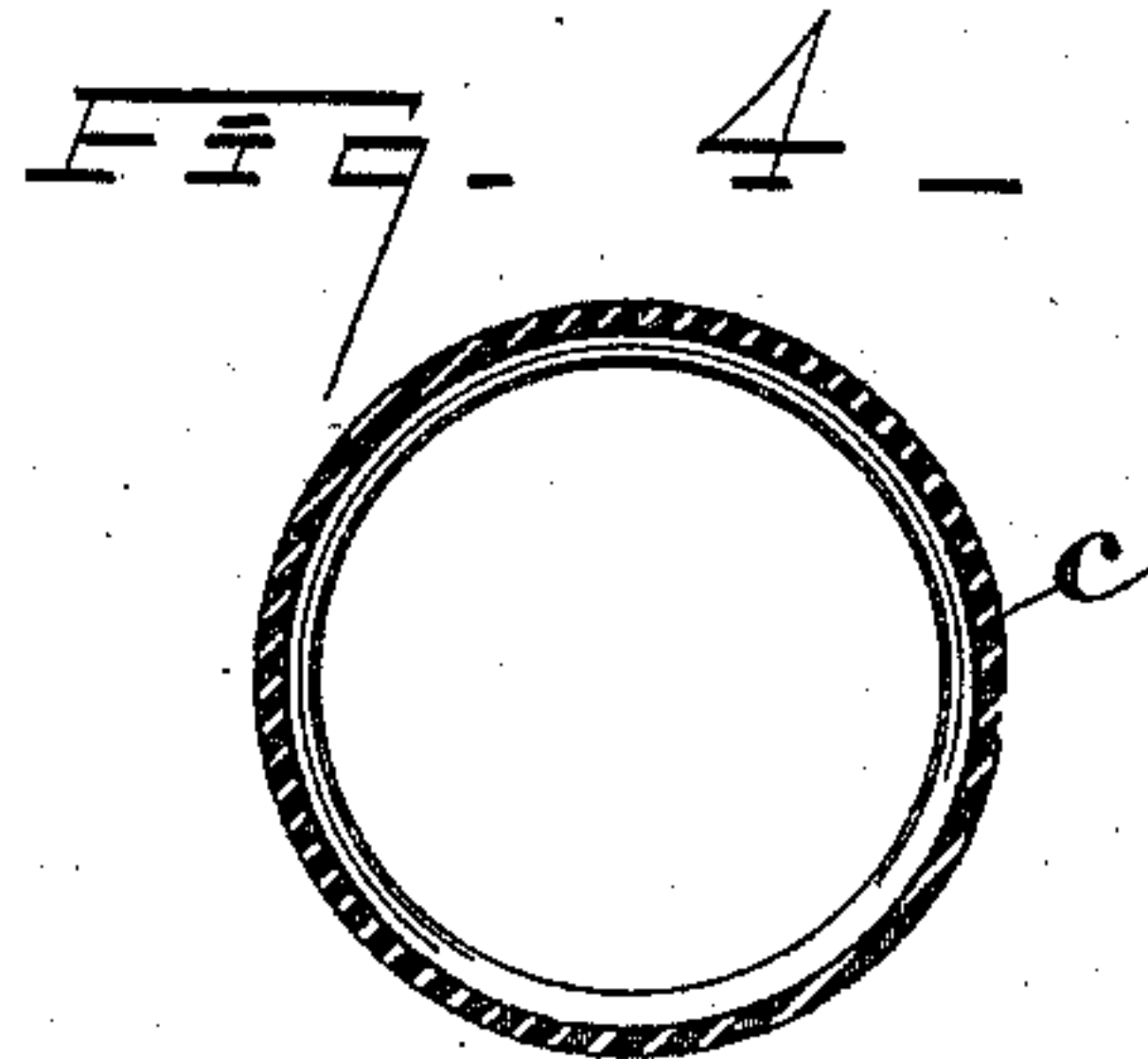
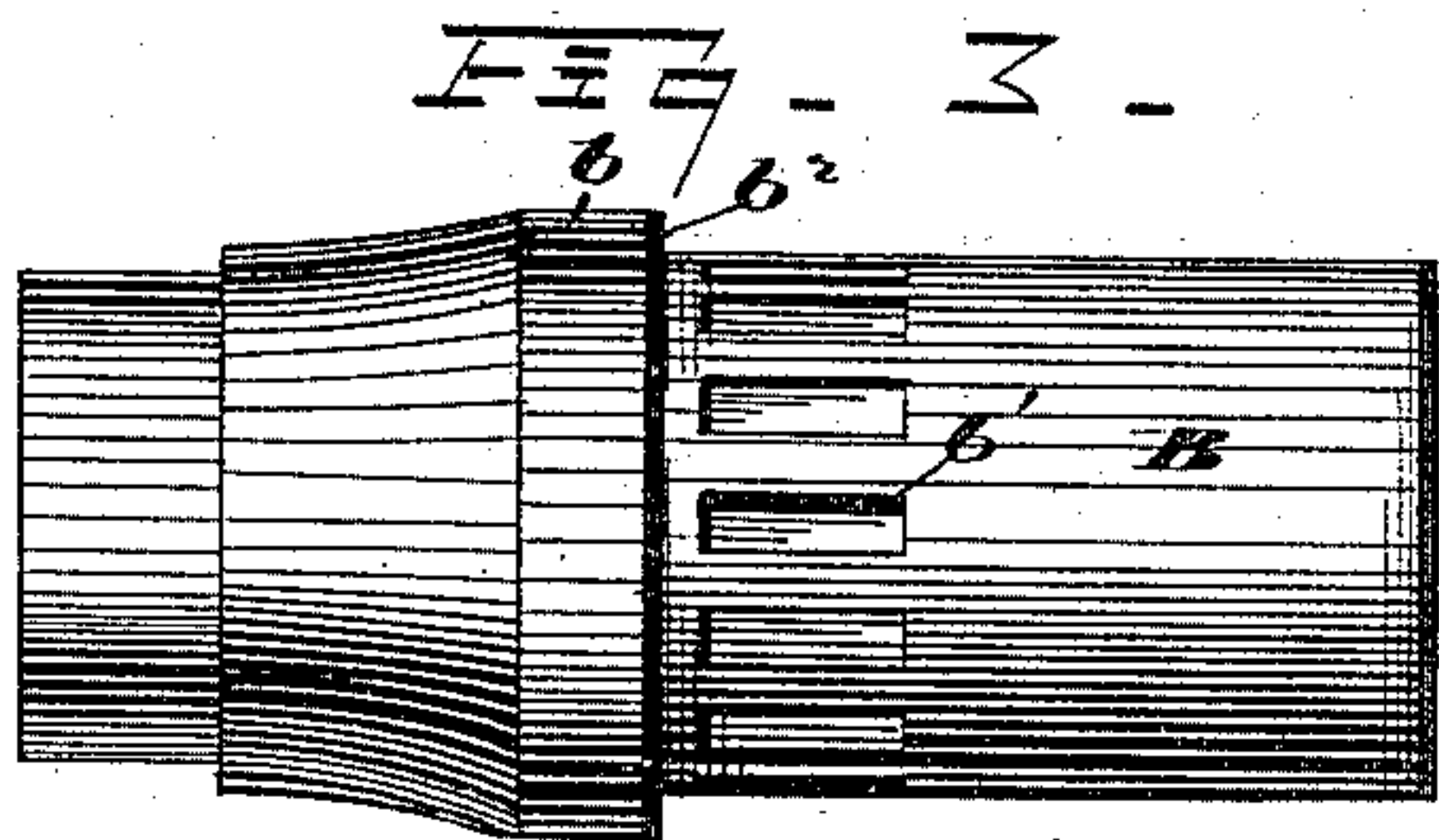
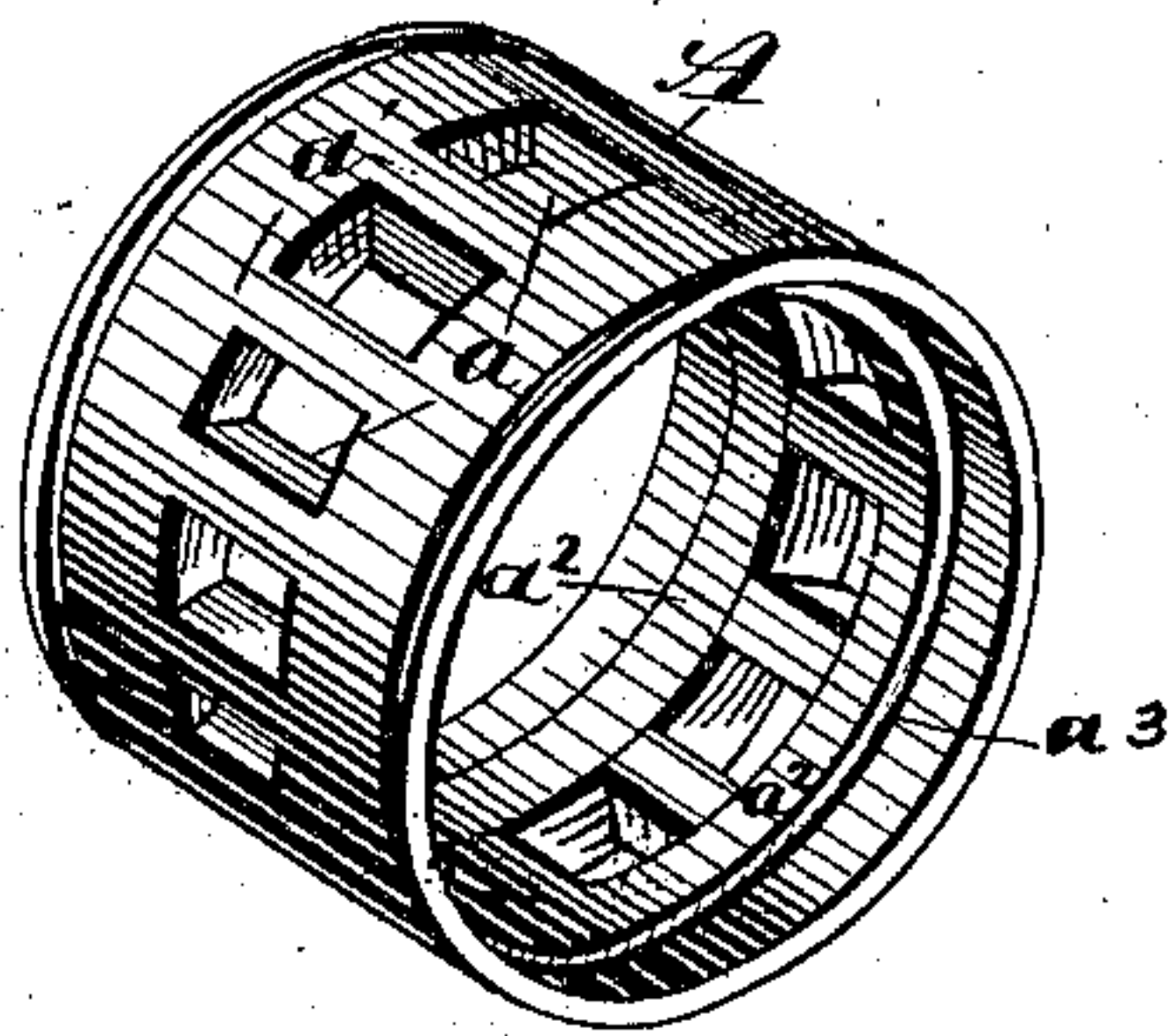
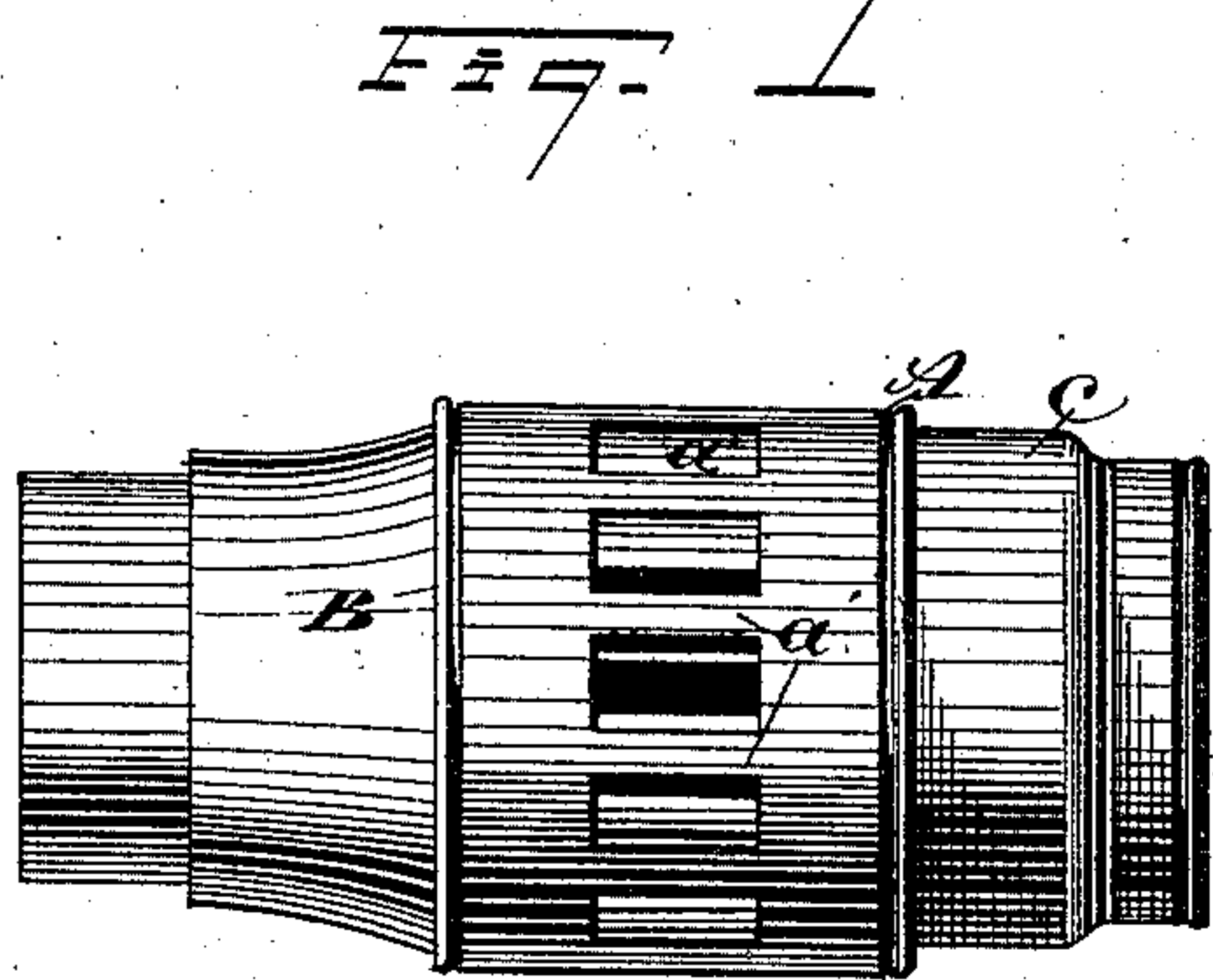


(No Model.)

J. MARIS.
VEHICLE HUB.

No. 305,398.

Patented Sept. 16, 1884.



WITNESSES

Wm. M. Monroe.
Geo. W. King

INVENTOR

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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. 305,398, dated September 16, 1884.

Application filed April 24, 1884. (No model.)

To all whom it may concern:

Be it known that I, JARID MARIS, of Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful
5 Improvements in 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.

10 My invention relates to improvements in vehicle-hubs, the object being to provide a metal band around the central portion of the wooden hub, with openings through the band to receive the spokes approximately at their
15 full size, and the division-walls between the said openings extending inward and radially to some distance, and joined at the end, respectively, by annular flanges extending from the band inwardly, so that the partition-walls
20 and flanges form rectangular sockets to receive the spokes. A further object is to construct the band proper of such width that the ends will extend some distance beyond the said internal flange aforesaid, and embrace on
25 the one side the full size of the wooden hub, while the other side is adapted to embrace an intermediate band between the outer band and wood, the latter band embracing the rear and reduced end of the hub; or the central
30 band may embrace such other filling as may be preferred instead of the rear band. A further object is to provide an annular groove on the side of each of the inside flanges, to receive elastic packing or other material suitable to exclude water.

35 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.

40 In the accompanying drawings, Figure 1 is an elevation of my improved hub. Fig. 2 is a view in perspective of the central band. Fig. 3 is an elevation of the hub with the bands removed. Fig. 4 is a transverse section of the rear band. Fig. 5 is a transverse section
45 through the hub and central bands. Fig. 6 is a longitudinal section through the center of the hub and bands.

50 A represents the central band, with the openings a for the reception of the spokes. These openings are of such size that the spokes

are admitted the full size, or nearly so. The division-walls a' between these openings extend inward and radially some distance, and are joined at the ends, respectively, by the
55 annular inside flanges a^2 , that together—the flanges and partition-walls—inclose rectangular spaces and form sockets for the reception of the spokes. The band proper extends some distance beyond the flanges a^2 , and embraces
60 on the front the full size of the hub. The shape of the wooden hub B is shown in Fig. 2, the front part at b being as large as the band will receive, while the center and rear parts are of such size as the flanges a^2 and the walls
65 a' will slip over and rest firmly upon when in position, with the front flange a^2 butting against the shoulder b^2 of the wooden hub.

C is a band that embraces the rear or reduced end of the wooden hub, and the forward part of this band passes under the band
70 A. The flanges a^2 may be provided each with annular grooves a^3 on their sides to receive a rubber gasket, I, and so located that the shoulder b^2 of the wooden hub on the one hand and
75 the end of the band C on the other hand abut against and hold the rings or gaskets I compressed in their respective seats. The hub B has mortises b' , to receive the small tenons of the spokes, and form shoulders, either square
80 or beveled, as may be preferred, engaging similar shoulders on the sides of the spokes.

It will be seen that the spokes, approximately the full size and for some depth, are firmly secured in metal sockets, while the reduced ends or tenons are held in the wooden
85 hub, thus binding the whole structure together, and without any outside flanges or other outward projections.

What I claim is—

90 1. A metal band for hubs, made in a single piece, and provided on its inner side with inwardly-projecting spoke-sockets, substantially as set forth.

2. In a vehicle-wheel hub, a metal band
95 made in a single piece and adapted to encircle the central portion of a hub, said band being provided with spoke-openings, with their four side walls extended inwardly from the inner surface of the ends of the band, substantially
100 as set forth.

3. The combination, with a hub provided

with an annular shoulder and a series of spoke-mortises, of a metal band, made in a single piece, and provided with inwardly-extended spoke-sockets, substantially as set forth.

- 5 4. The combination, with the bands A and C and the hub B, arranged as described, of the gaskets I, intermediate between the respective inside flanges, a^2 , and the shoulder b^2 and
10 in annular grooves or recesses in the respect-

ive sides of the flanges a^2 , substantially as set forth.

In testimony whereof I sign this specification, in the presence of two witnesses, this 18th day of April, 1884.

JARED MARIS.

Witnesses:

ALBERT E. LYNCH,
CHAS. H. DORER.