

(No Model.)

J. MARIS.
VEHICLE HUB.

No. 305,399.

Patented Sept. 16, 1884.

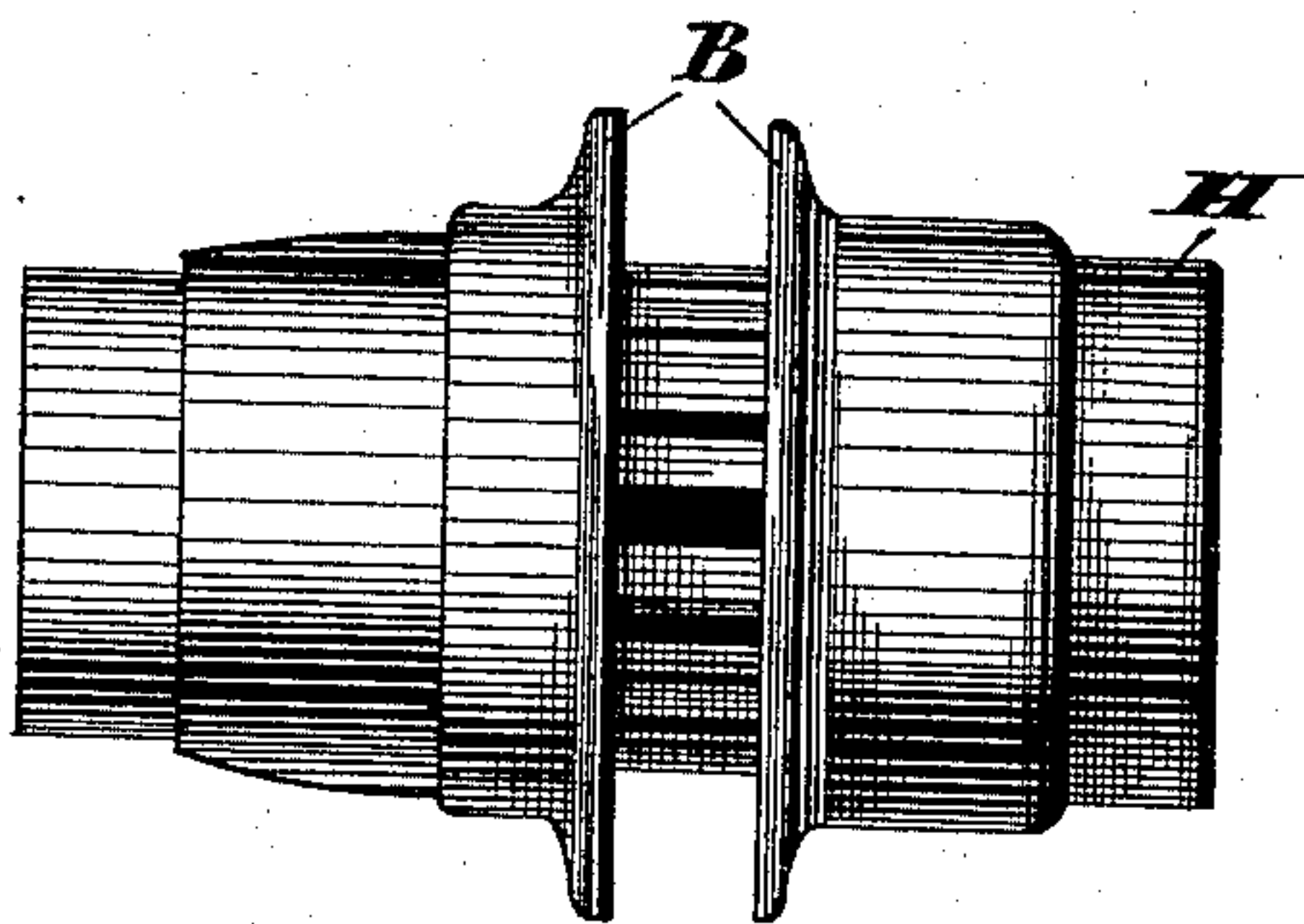


FIG. 1.

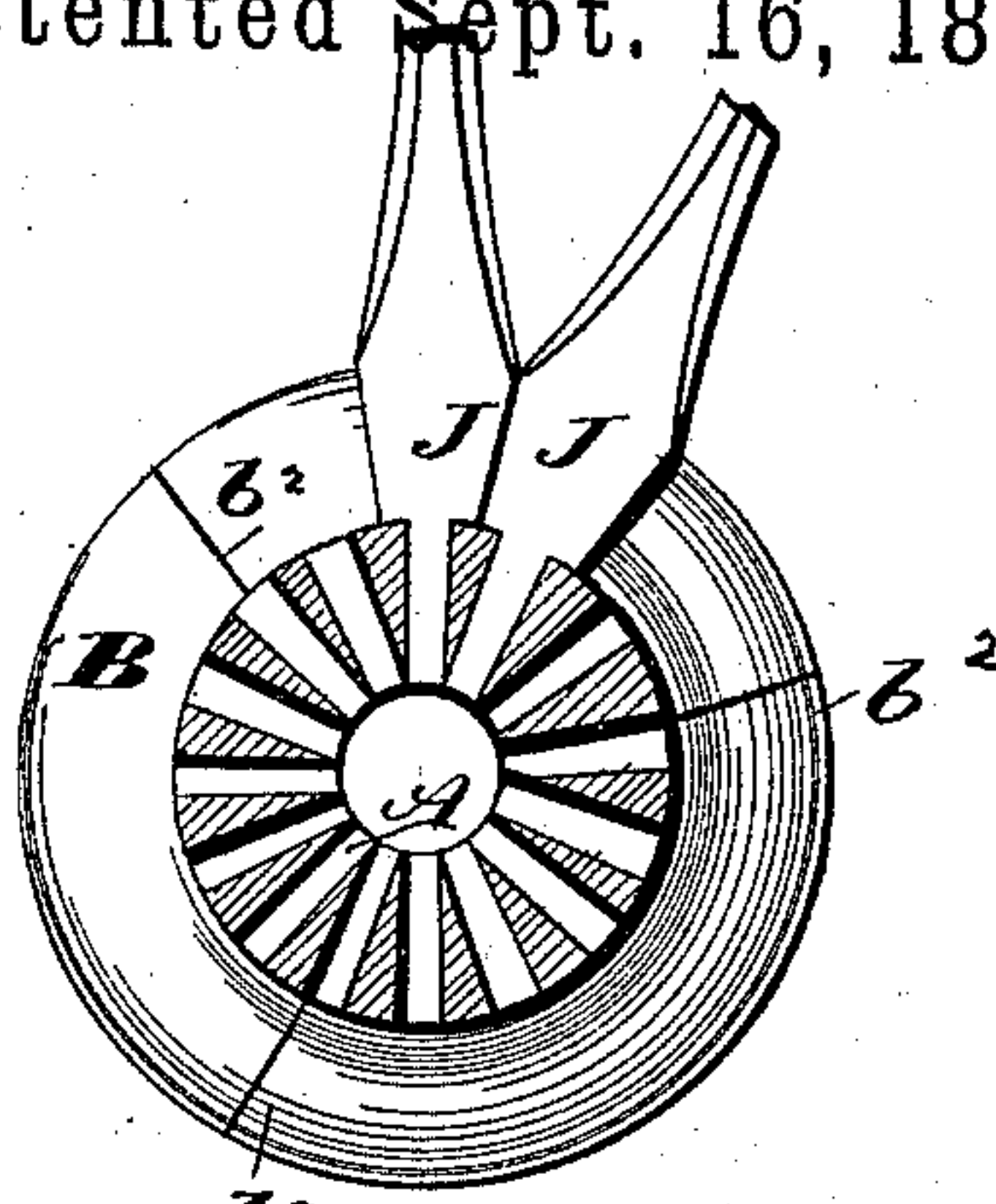


FIG. 4.

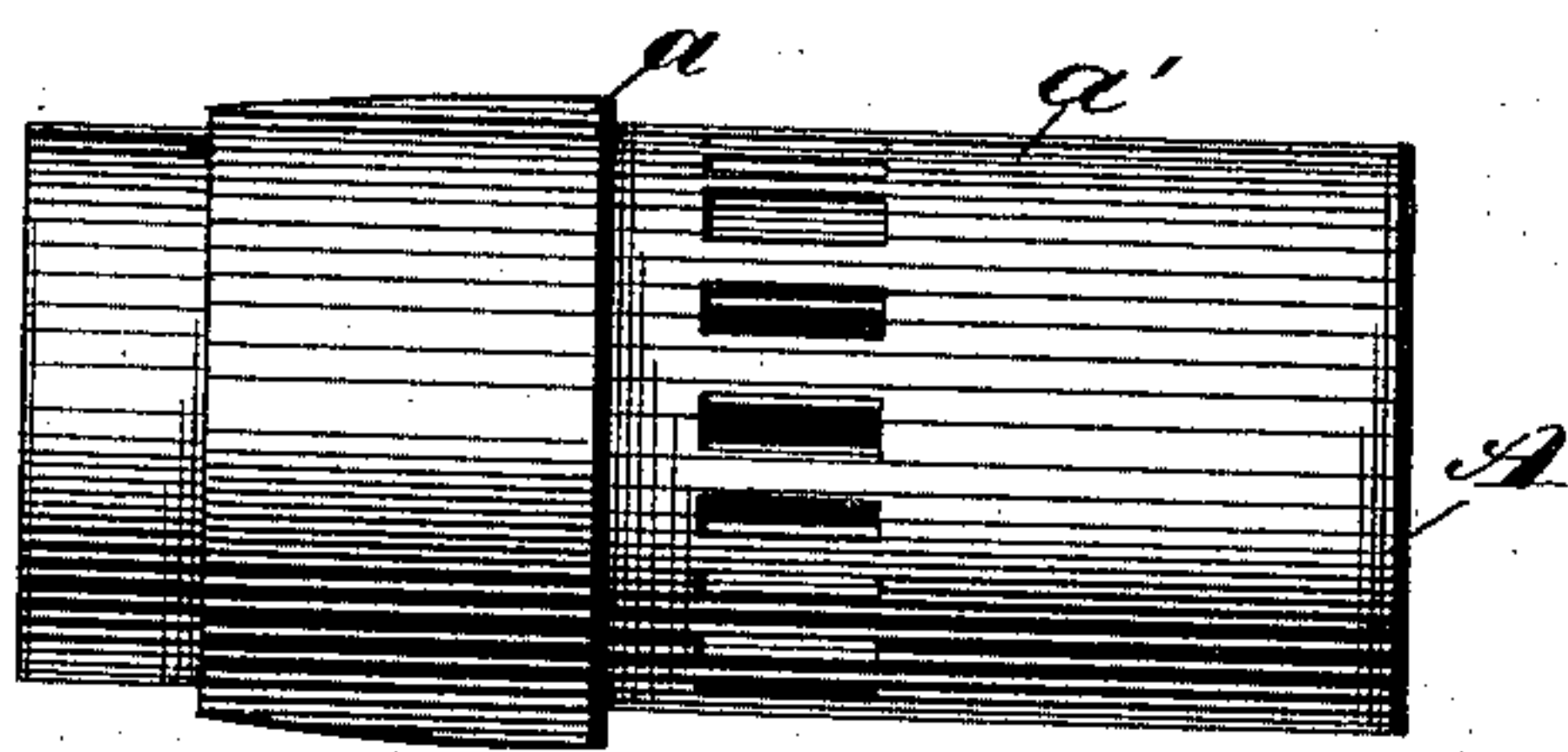


FIG. 2.

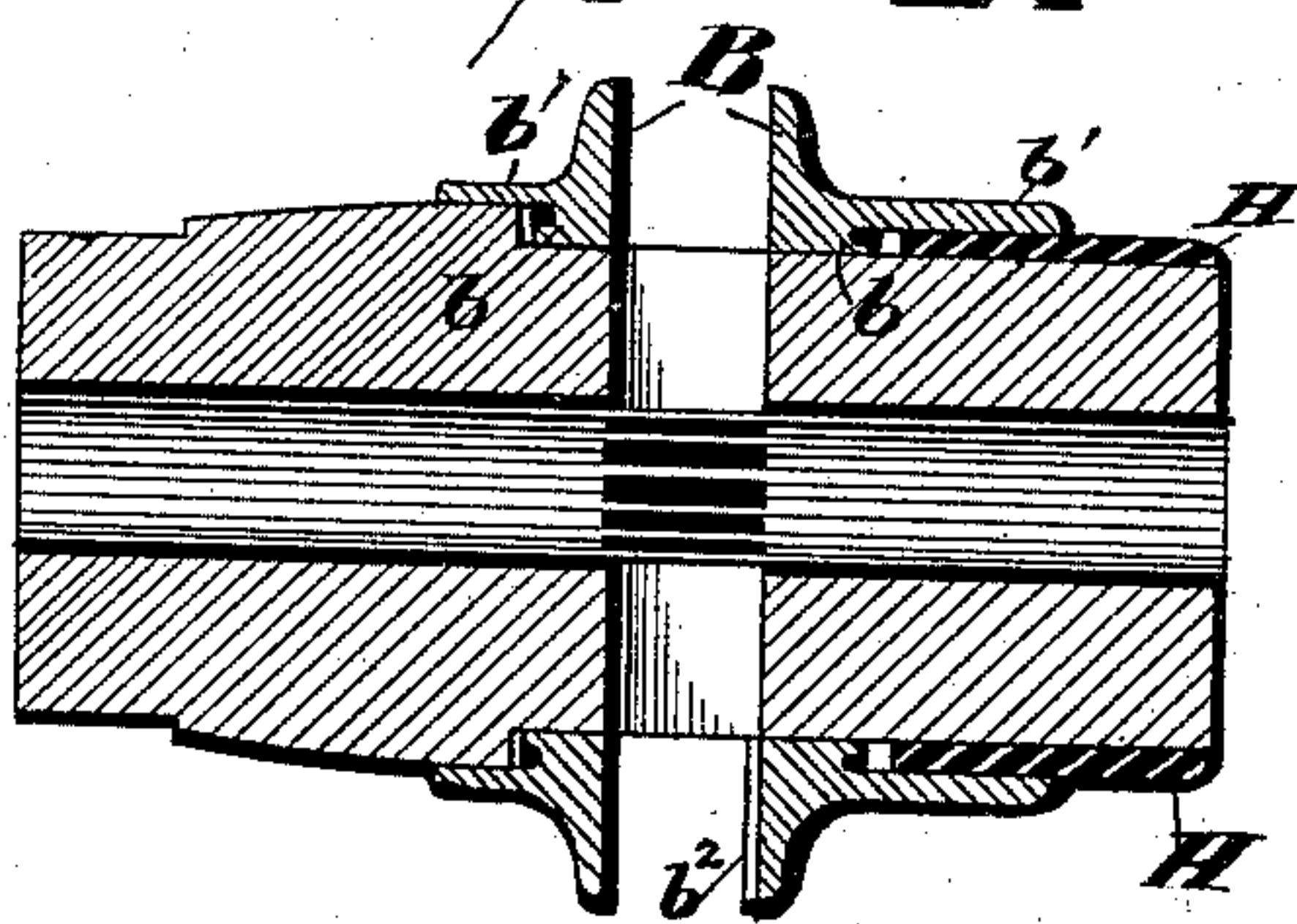


FIG. 3.

WITNESSES

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UNITED STATES PATENT OFFICE.

JARED MARIS, OF COLUMBUS, ASSIGNOR TO S. N. BROWN AND COMPANY,
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VEHICLE-HUB.

SPECIFICATION forming part of Letters Patent No. 305,399, 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-wheels, the object being to provide annular rings or flanges set in pairs on the wooden hub to receive the spokes between them, and so arranged that the flanges or rings extend some distance below the periphery of the hub, and extend a correspondingly less distance above the periphery of the hub than ordinary flanges for the purpose, to the end that a less number of spokes or spokes of smaller size will fill circumferentially the space between the flanges. A further object is to provide these flanges with a laterally-projecting band that in front embraces the full size of the wooden hub, and at the rear embraces such filling as may be used intermediate between the band and hub. A further object is to support the flanges in front by the shoulder on the hub, and at the rear by the filling, so that the pair of flanges are firmly held in their proper position before the rivets are inserted.

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 claim.

In the accompanying drawings, Figure 1 is an elevation of the hub and flanges in position. Fig. 2 is an elevation of the hub with the flanges removed. Fig. 3 is a longitudinal section of the flanges and hub. Fig. 4 is a transverse section of the hub, and showing in elevation one of the flanges and some of the spokes in position.

A represents the hub with the shoulder *a*, as shown. The rear part, *a'*, is cylindrical in form, and of suitable size to receive the flanges B, making a tight fit. The flanges B are set facing each other, as shown, and at the proper distance apart to receive the spokes J, and are provided with the shoulder *b* and the laterally-projecting band *b'*. The band *b'* on the flange in front embraces the full size of the hub, as shown, and the shoulder *b* of the flange abuts against this shoulder *a* of the hub. With the

rear flange a space is left under the band *b'* between it and the part *a'* of the hub. Any filling may be inserted in this space, usually wood driven in and glued to the part *a'* of the hub; or a band from the rear may enter and fill this space, as shown at H. In any case the filling should be of such a nature and so secured as to hold the rear flange, B, securely in its position, so that the spokes will be firmly held between the faces of the two flanges B before rivets are inserted. The hub is mortised between the flanges, as shown, to receive the tenons of the spokes, and the spokes above the tenons are wedge-shaped, with the sides radial, so as to engage each other and fill the space circumferentially between the flanges. Any desired number of rivets, I, may pass through or between the spokes, and through the flanges B to secure the parts.

It will be seen that by extending the flange below the periphery of the hub the desired depth on the face of the flanges may be had with less projections above the periphery of the hub than devices of this kind heretofore in use, and thereby greatly improving the appearance of the hub; also, by diminishing the size of the flanges small spokes or a less number of spokes may be made to fill circumferentially the spaces between the flanges.

The faces of the flanges B at intervals may be provided with lateral projections, set radially to hold the spokes from moving circumferentially between the flanges.

What I claim is—

The combination, with a vehicle-hub formed with an annular shoulder on its outer surface and with spoke-mortises extending inwardly to the center of the hub, of two separate and disconnected spoke-flanges, one being constructed with an annular recess on its inner side to receive the shoulder on the hub, whereby spoke-sockets are formed that extend from the center of the hub to the outer edge of said flanges, and one of the flanges has an end bearing on the shoulder of the hub, 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.