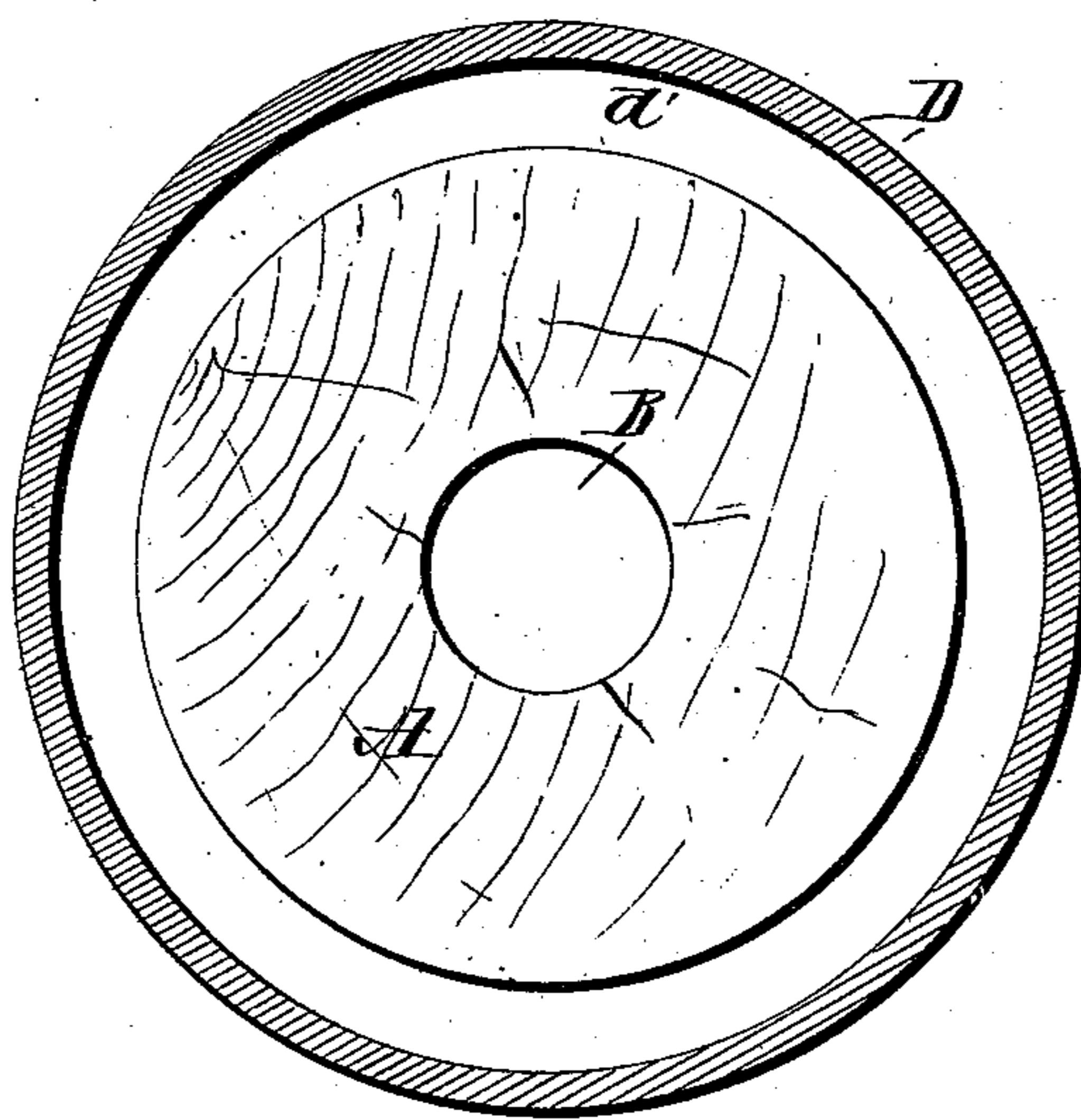
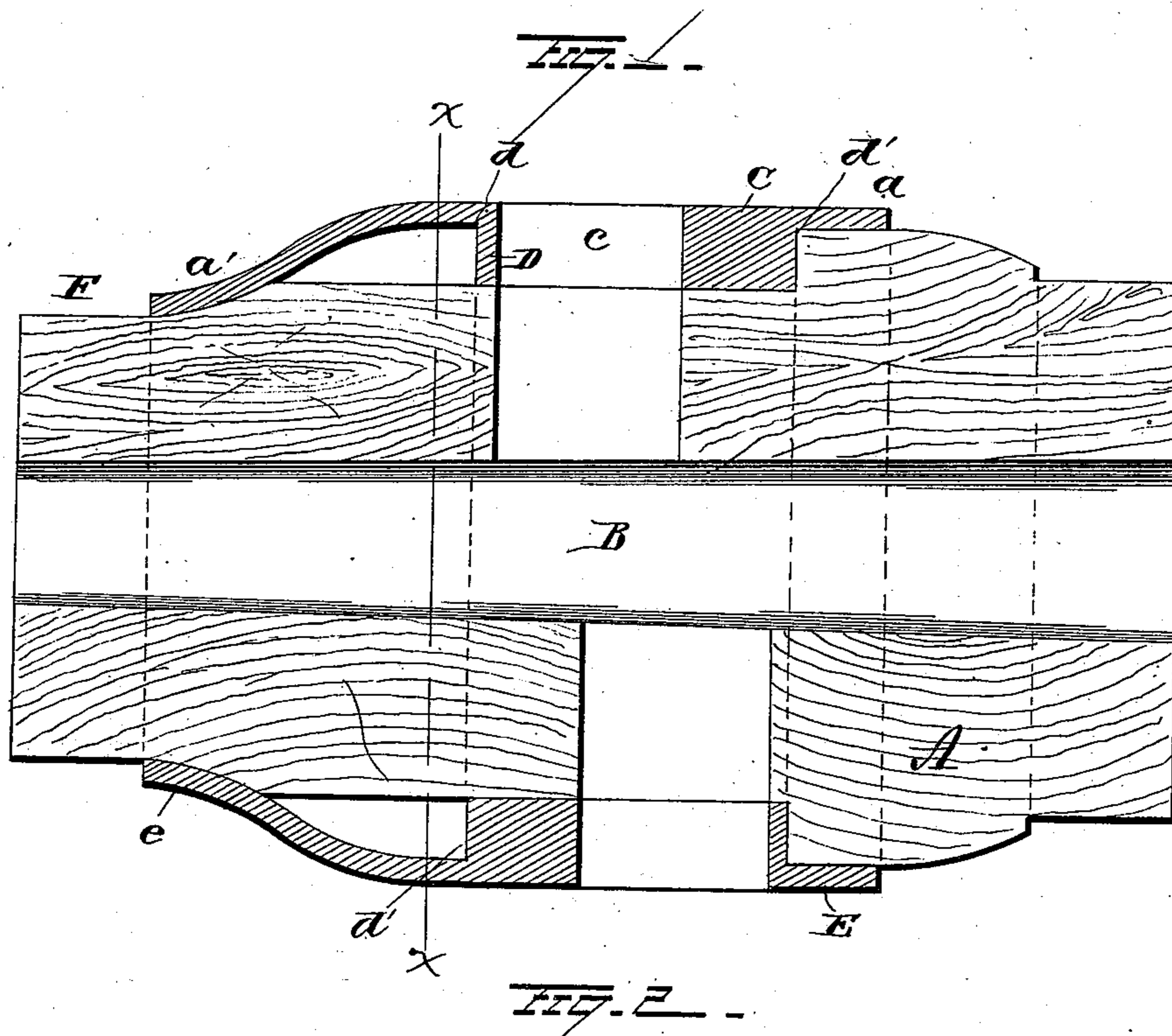


(No Model.)

J. MARIS.
SHELL BAND FOR HUBS.

No. 364,122.

Patented May 31, 1887.



WITNESSES

WITNESSES
E. Nottingham
Geo. F. Downing.

INVENTOR

Jared Maris INVENTOR
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UNITED STATES PATENT OFFICE.

JARED MARIS, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO THE
B. S. B. COMPANY, OF DAYTON, OHIO.

SHELL BAND FOR HUBS.

SPECIFICATION forming part of Letters Patent No. 364,122, dated May 31, 1887.

Application filed August 4, 1886. Serial No. 209,992. (No model.)

To all whom it may concern:

Be it known that I, JARED MARIS, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain
5 new and useful Improvements in Shell Bands for Wheel-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
10 to make and use the same.

My invention relates to an improvement in shell bands for wheel-hubs.

The object is to provide a shell band which shall form a firm support for the hub ends of
15 the spokes, and which shall have a taper finish on the end, and at the same time be capable of being driven onto the hub from one end and form a nice finish at both the inner and outer ends of the hub.

20 With these ends in view my invention consists in certain features of construction and combinations of parts, as will be hereinafter described, and pointed out in the claim.

In the accompanying drawings, Figure 1
25 represents a central longitudinal section of the hub and band, and Fig. 2 a cross-section taken through the line *xx* of Fig. 1.

30 A represents the wood portion of a hub provided with a central bore, B, for the reception of the axle-spindle, or a box to form a bearing for the spindle.

a represents the end of the hub toward the body of the vehicle or inner end, and *a'* represents the outer end.

35 C represents the shell band. It is provided with a series of spoke-sockets, *c*, arranged in zigzag order, the sockets extending to a depth sufficient to form a firm support for the ends of the spokes to be inserted therein, and the
40 metal at the ends of the sockets *c*, which extend farthest toward the inner end, *a*, of the hub and at the ends of the sockets *c*, which extend farthest toward the outer end, *a'*, of the hub, is formed as thick as the sockets are deep,
45 forming thin metallic walls D at the ends of the sockets, and also forming continuous metallic shoulders *d d'* completely around the inner surface of the shell band. From the shoulders *d d'* the shell band extends inwardly toward
50 the end *a* in the form of a thin band, E, wide

or narrow, as may be found desirable, and outwardly toward the end *a'* in a thin gradually-contracted end, *e*.

The wood portion of the hub is reduced to a diameter about equal to that of the interior
55 of the spoke-socket portion of the band from a point in the plane of the inner shoulder, *d*, to a point near its outer end, where it is still further reduced, as shown at F. The end *e* of the band is contracted sufficiently to con-
60 form to the shape of the wood portion of the hub, where it gradually enlarges from the reduced end F to the reduced portion which fits within the socket portion of the band, and when the band is driven onto the wooden
65 hub from the outer end, *a'*, the thin inner end, E, of the band will overlap the larger wooden portion to a greater or lesser degree, according to its width, and the inner shoulder, *d'*, will abut firmly and snugly against the shoulder
70 formed by reducing the wooden hub, while the reduced end *e* of the band will tightly hug a portion of the reduced end F.

It is evident that the metal might be carried out from the shoulder *d'* toward the contracted
75 end of the band in solid form, and that the spoke-sockets might be made to extend inwardly from the inside faces of the walls D, the reduced portion of the hub being grooved to receive them, and other slight changes
80 might be resorted to in the form and arrangement of the several parts described without departing from the spirit and scope of my invention; hence I do not wish to limit myself strictly to the construction herein set forth. 85

I am aware that it is not new to put a band on a wheel-hub from the inner end and cause it to abut against an offset in the hub; but by putting it on from the smaller or outer end I am enabled to employ a much deeper metal
90 socket for the spokes.

I am also aware that it is not new to provide a band with a thickened central portion, and that a hub provided with a peripheral shoulder at one end and having a reduced portion
95 at the other end is not new; but in all such cases the band is made to fit the entire surface covered by same, necessitating more care and labor in the fabrication of the parts.

Having fully described my invention, what I

I claim as new, and desire to secure by Letters Patent, is—

5 The combination, with the body of the hub having a cylindrical central portion and a reduced end, of a metallic band adapted to be passed onto the hub-body over said reduced end, one end of said band closely embracing the reduced end of the hub, and the central portion being thicker than the end portions
10 and provided with a series of spoke-sockets arranged in stagger order, the said thickened

portion projecting inwardly from the inner face of the band and resting against the outer surface of the hub body, substantially as set forth.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

JARED MARIS.

Witnesses:

JOHN S. GROHE,
GEO. H. P. SIMMONS.

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