(No Model.)

# M. RHEINECKER & F. FERKEL.

## HUB BAND.

No. 428,784. Patented May 27, 1890.

Fig. 1.

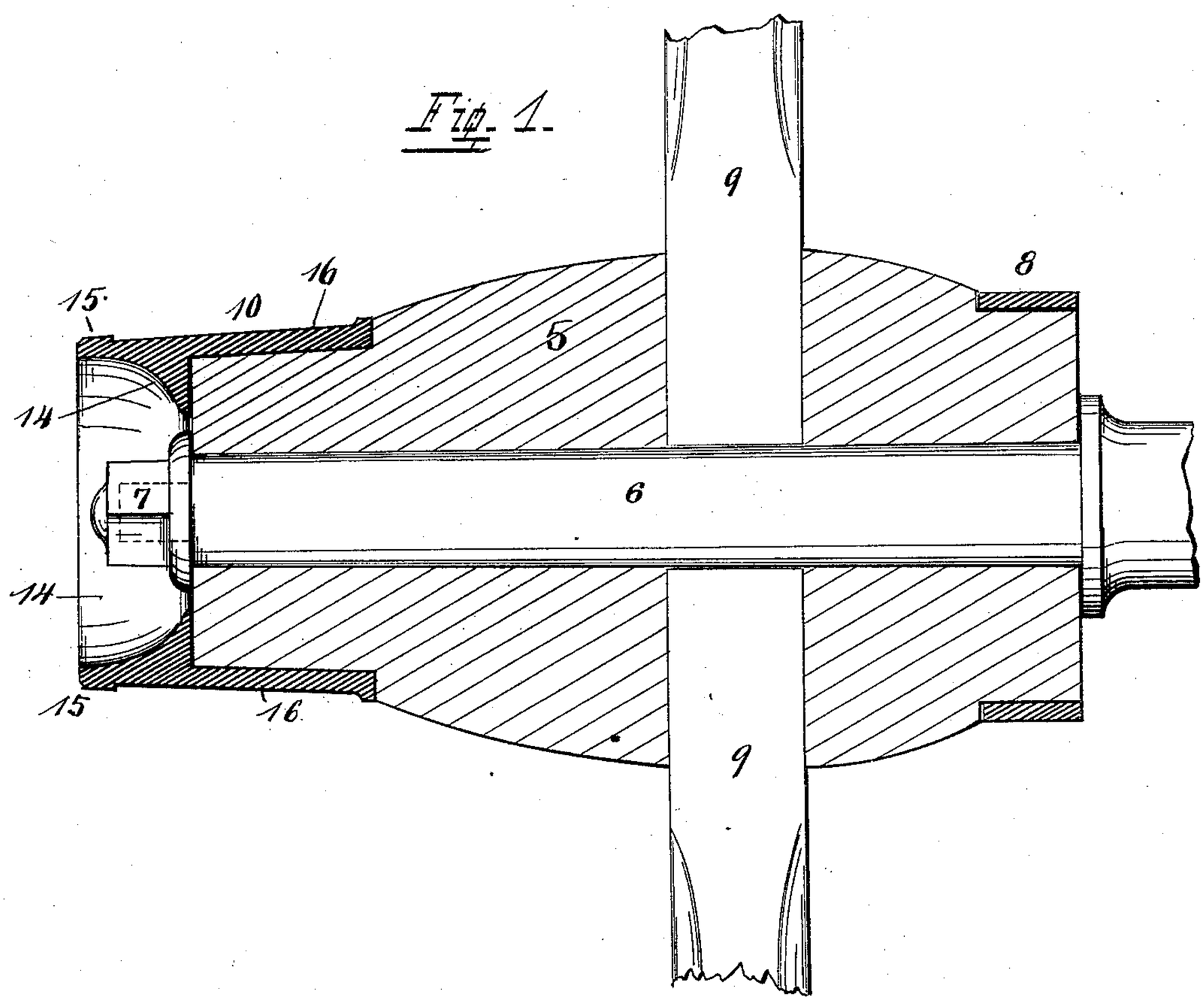



Fig. 2.

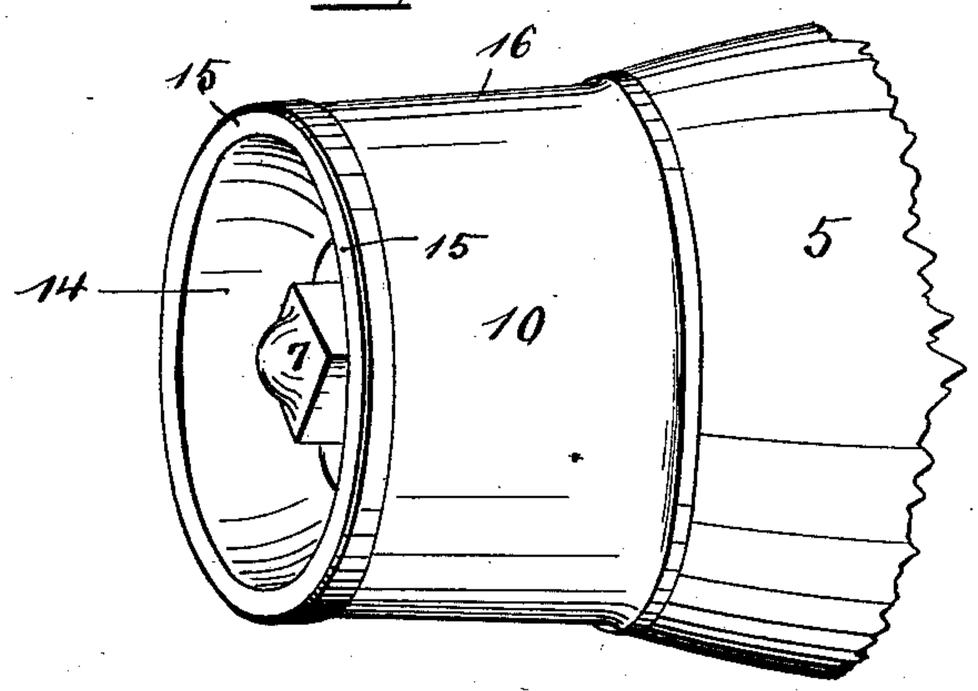
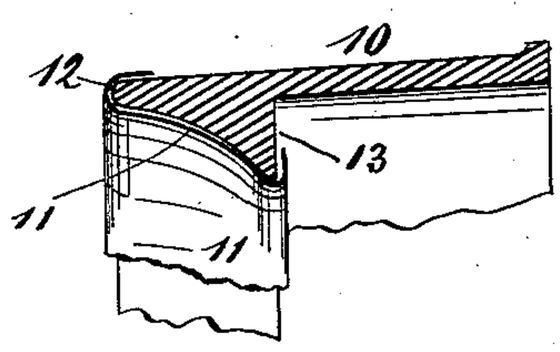



Fig. 3.

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MARTIN RHEINECKER AND FREDERICK FERKEL, OF CINCINNATI, OHIO.

## HUB-BAND.

SPECIFICATION forming part of Letters Patent No. 428,784, dated May 27, 1890.

Application filed March 18, 1890. Serial No. 344,380. (No model.)

*To all whom it may concern:*

Be it known that we, MARTIN RHEINECKER and FREDERICK FERKEL, both citizens of the United States, residing at Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Hub-Bands; and we do 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 to make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

This invention relates to improvements on hub-bands, and especially to those attached to the outside of the hubs of carriage, buggy, and similar vehicle wheels. The object of these improvements is to simplify the method of providing and attaching the ornamental finish on the inside of these hub-bands in a manner not distinguishable from the present method and finish, and vastly superior to it in its lasting power and ornamental effects.

The specific features of our invention are more fully set forth in the following description, and illustrated in the accompanying drawings, in which—

Figure 1 is a longitudinal section of a hub. Fig. 2 is a perspective view of one of my improved hub-bands; and Fig. 3 is a partial section of a hub-band, illustrating the old method and finish of the interior of these hub-bands.

5 is the wooden part of a hub-band of ordinary pattern.

6 is the axle; 7, the axle-nut; 8, the inner hub-band; and 9 are the spokes.

10 is the outer hub-band, and is the only part concerned in this invention.

The interior of these hub-bands, which form a distinct and independent article of manufacture, sold finished and ready for attachment to the hubs, is covered or lined as far as exposed to view with an interior hub-band or shell 11, as shown in Fig. 3. This shell is turned up and over the outer edge of the hub-band proper at 12, to prevent it from slipping in. Its inner end, to prevent it from falling out, is secured in various ways. One way consists by turning or spinning it over an interior contraction 13 of the hub-band. Screws and rivets form some of the numerous other means to accomplish this same purpose. The visible surface of the shell 11 is plated and polished, thus constituting and completing the ornamental finish of the hub-band. The principal objections to this manner of finish are its cost—that is, the cost of making these interior coverings separate, plating, and attaching them. Another serious objection is their weakness to withstand rough usage and such wear and tear as the exposed parts of a vehicle are subject to. It is especially the hubs and their hub-bands which are thus exposed, and which receive many injuries by passing too close to other vehicles or objects. The thin shell covering the edges at 12 is poorly suited to stand such collisions and sudden contacts, and as a result it is generally split or wholly or partly torn off the more substantial parts it overlies, and the outcome is a spoiled hub-band.

We intend to do away entirely with a separable lining, and form a hub-band and its plated finish in such a manner that they are not separable in the meaning here under consideration. At the same time we preserve to some extent the form of the lined hub-bands, so as to imitate their appearance as close as possible.

We first smooth, by any of the well-known means for such purposes, the ordinarily rough interior of the hub-band at 14, (see Figs. 1 and 2,) in order to produce a suitable surface for the application of a layer of the plating metal, which is applied direct. In order to produce the effect of the overturned lining at 12 of Fig. 3, we thicken the casting of the hub-band at this point, as shown at 15 of Figs. 1 and 2. This part is also smoothed and covered with a layer of plating metal in the same manner as described for the interior part 14. It is obvious that the direct application of the finishing metal to the hub-band is incomparably cheaper than its indirect attachment to a metallic sleeve, which has to be secured to the hub-band. The material of this sleeve, its manufacture, and attachment are all done away with at once.

A sudden close contact or collision which would tear or split the flimsy lining would merely produce a scratch on this improved

hub-band, and if not deep enough to reach the different colored metal below would scarcely be noticeable.

The thrown-up flange or rim 15, being a little thicker than the overturned lining on the unimproved hub-band, gives a very beautiful and strong appearance to our hub-band, and also produces a very effective contrast with the darker and painted portions of the hub-band back of it, and shown at 16. It also facilitates the painting of these parts, as by its prominent elevation it forms a distinct and easily-noticeable line of separation, which is readily followed with the brush. The increased thickness of the hub-band at its end at 15, being an integral part of it, materially strengthens the same at an ordinarily very weak point.

Having described our invention, we claim as new—

As a new article of manufacture, a hub-band having the metal at its extreme outer edge thickened in order to produce the effect of an overlapping interior lining, the plating of the lining being applied directly to the material of the hub-band, around its extreme outer edge, and back on the outside of it, covering the thickened portion, all as fully shown and described.

In testimony whereof we affix our signatures in presence of two witnesses.

MARTIN RHEINECKER.
FREDERICK FERKEL.

Witnesses:
CARL SPENGEL,
J. M. SMEDE.