(No Model.)

A. C. SMITH.

VEHICLE WHEEL.

No. 434,999. Patented Aug. 26, 1890.

Fig. 1.

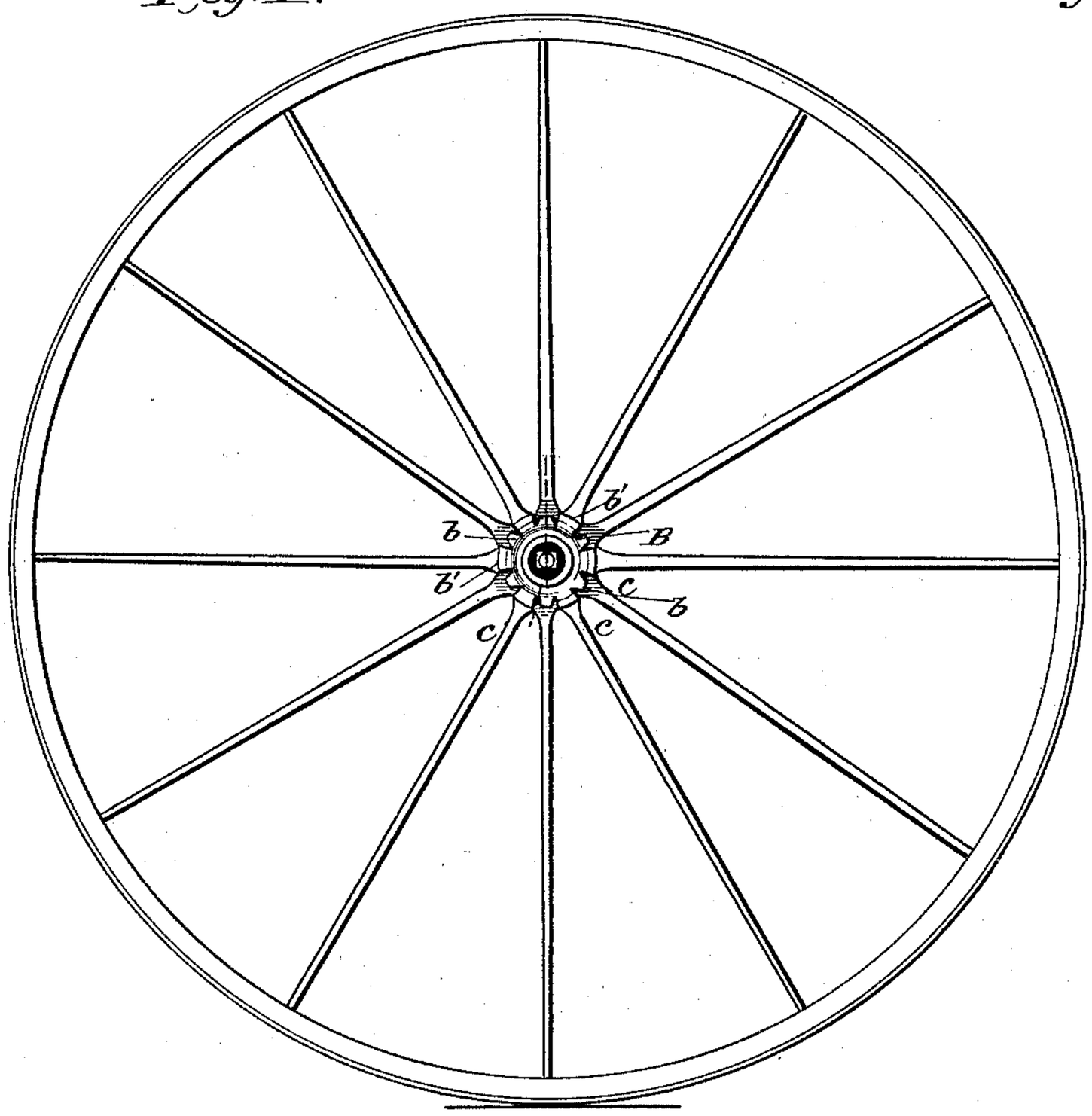


Fig. 2.

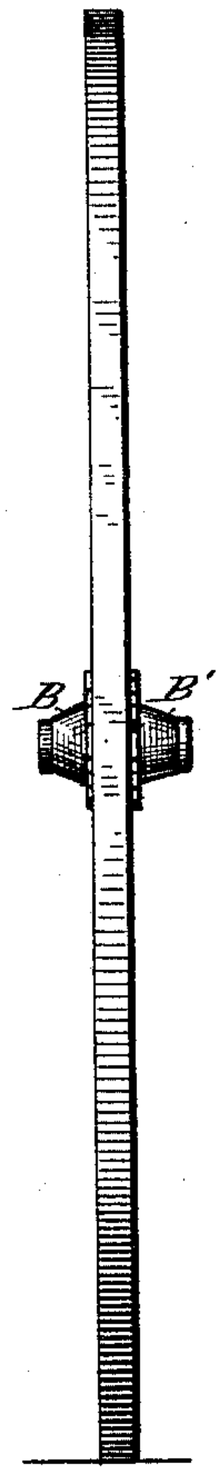


Fig. 3

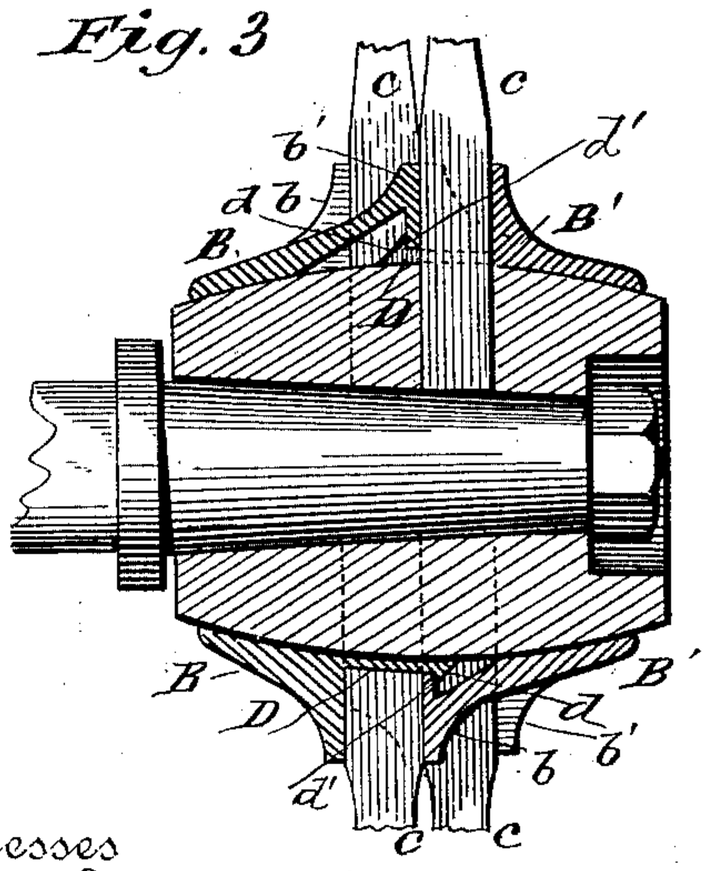
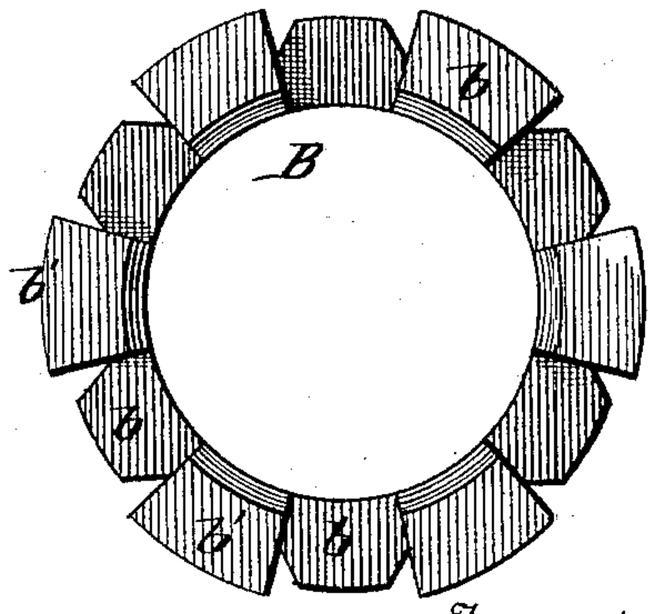


Fig. 4.



Witnesses
Fred G. Dieterich
Frank D. White

Inventor
Alvin C. Smith
A. B. Webb
Attorney

UNITED STATES PATENT OFFICE.

ALVIN C. SMITH, OF PLAIN CITY, OHIO.

VEHICLE-WHEEL.

SPECIFICATION forming part of Letters Patent No. 434,999, dated August 26, 1890.

Application filed April 5, 1890. Serial No. 346,656. (No model.)

To all whom it may concern:

Be it known that I, ALVIN C. SMITH, a citizen of the United States, residing at Plain City, in the county of Madison and State of Ohio, have invented a new and useful Improvement in Vehicle-Wheels, of which the following is a specification.

My invention relates particularly to an improved spoke-bracing band adapted to be placed upon the ordinary hub to brace the spokes placed within the same.

The object of my invention is to provide a device of the character described that shall be simple and durable in construction, convenient in application, and efficient in operation.

With these objects in view my invention consists in the peculiar construction of the various parts and their novel combination or arrangement, such as shown in the accompanying drawings and more fully explained hereinafter.

In the drawings, forming a part of this specification, and in which similar letters of reference indicate the same or corresponding parts, Figure 1 is a front view of a wheel constructed in accordance with my invention. Fig. 2 is an edge view. Fig. 3 is a longitudinal section of the hub. Fig. 4 is a face view of one of the bands.

In the embodiment of my invention I employ bands B B′, adapted to encircle the wheel-hub at the outer and inner ends, respectively, said bands having the spoke-bracing lugs or flanges *b b′* formed upon their opposing faces, the inner faces of said lugs being flattened and spread to bear upon the sides of the spokes and brace the same, as clearly shown. The lugs or projections *b′* alternate with the lugs *b* and project farther inward than the said lugs *b*, whereby the bands are adapted for use upon the ordinary dished wheel. When used upon said wheel, the lugs or flanges *b* of the band B are arranged opposite the lugs or flanges *b′* of the band B′. The bands are pressed tightly upon the hub, the flanges *b* and *b′* bearing upon the spokes *c*, and to hold said parts securely in place I employ the locking-pins D, said pins being formed integral with the inner face of band B′ and project inwardly between the spokes, and, if necessary, the spokes may be notched to permit the passage of said pin. The pins D are provided at their free ends with the beveled catches *d*, said catches being adapted for engagement with the undercut edges *d′* of the flanges B, thus securely locking the two bands in place upon the hub and bracing the spokes *c* held in said hub.

Having thus described the construction of my improved device and manner of applying the same, it is apparent that the hub is greatly strengthened and each spoke braced upon opposite sides. The advantages of this construction and arrangement are clear to every one skilled in the art to which they relate.

Having thus described my invention, what I claim is—

1. In a spoke-bracing attachment for wheel-hubs, the combination, with the inner and outer bands having alternately-arranged flanges or projections adapted to bear upon the spokes and brace the same, of the catch-pins on one portion to automatically engage the opposite portion to hold the parts together, substantially as set forth.

2. The combination, with the bands B and B′, having the flanges *b* and *b′*, of the pins D, having the beveled catches *d*, adapted to engage the undercut portions of the flanges *b′*, substantially as and for the purpose described.

ALVIN C. SMITH.

Witnesses:
MARTIN V. WEBB,
FRANK D. WHITE.