

PATENTED DEC. 4, 1906.

WHEEL HUB.

Fig. 1.

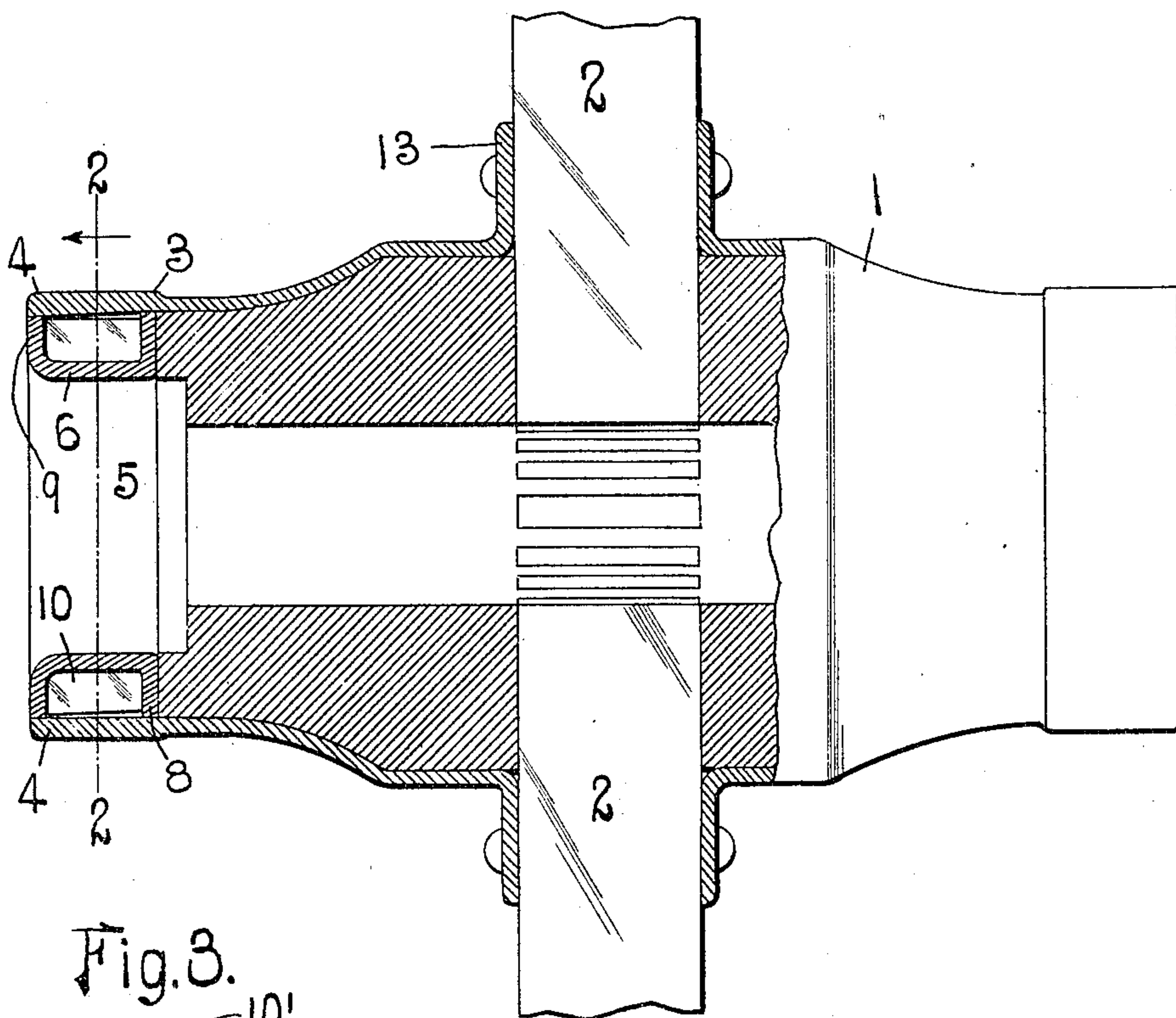


Fig. 3.

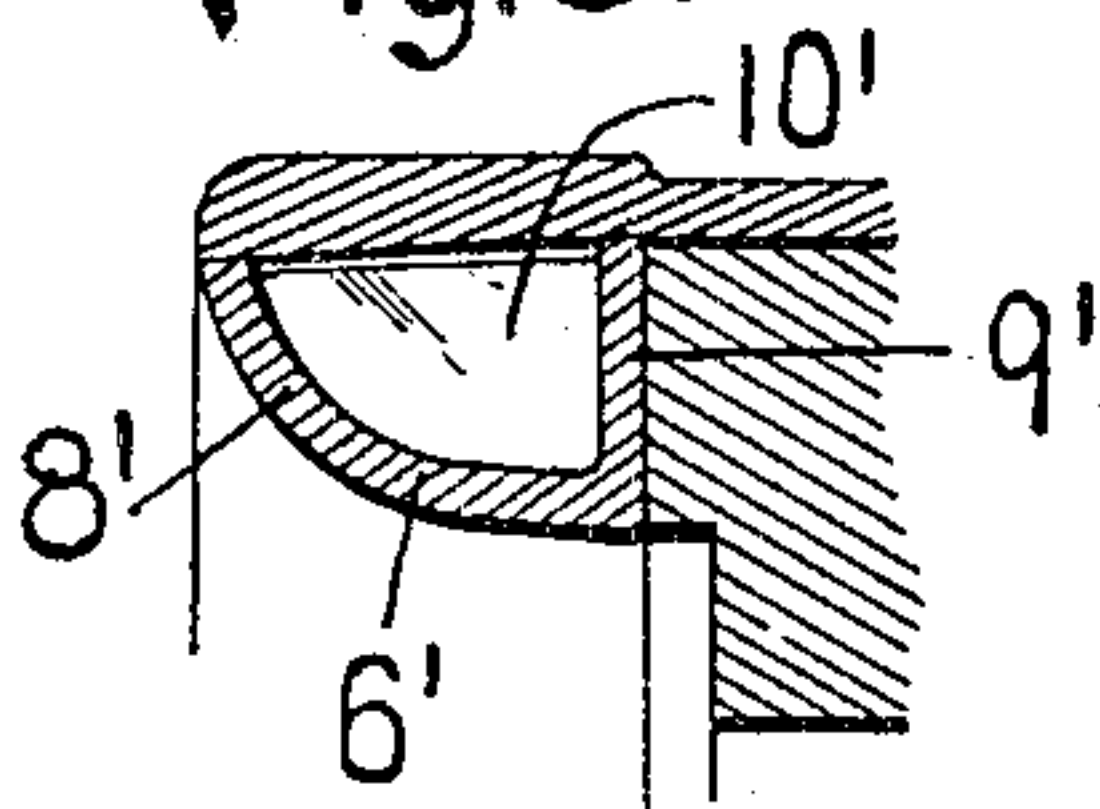
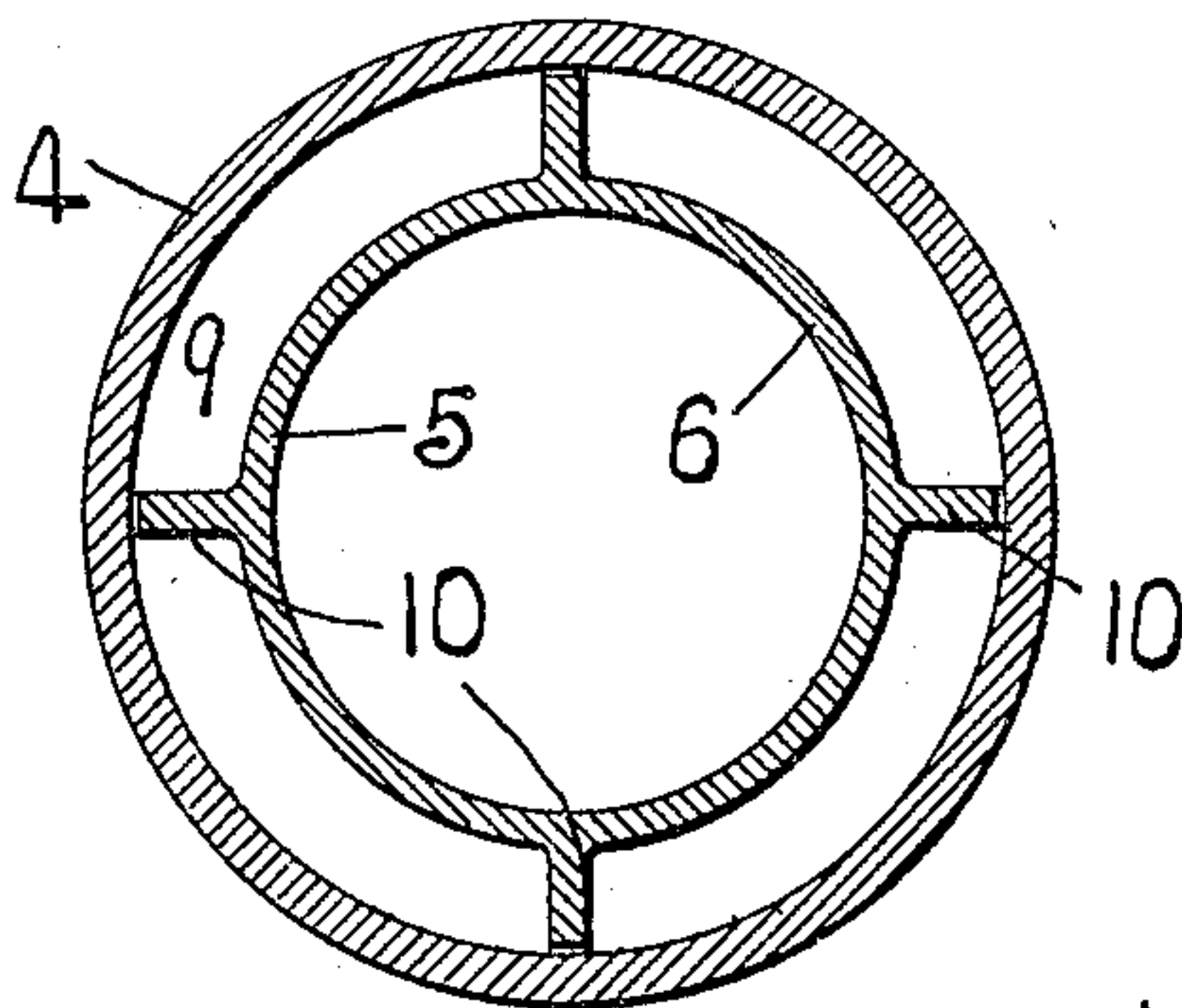


Fig. 2.



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Att'y's.



# UNITED STATES PATENT OFFICE.

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## WHEEL-HUB.

No. 837,424.

Specification of Letters Patent.

Patented Dec. 4, 1906.

Application filed March 9, 1906. Serial No. 305,123.

*To all whom it may concern:*

Be it known that I, EDWARD C. SENDELBACH, a citizen of the United States, residing at East St. Louis, Illinois, have invented a certain new and useful Improvement in Wheel-Hubs, of which the following is a full, clear, and exact description, 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, forming part of this specification, in which—

Figure 1 is a longitudinal sectional view through a wheel-hub embodying the features of my invention. Fig. 2 is a transverse sectional view on the line 2 2 of Fig. 1, and Fig. 3 is a detail sectional view showing a slightly-modified form of end point.

This invention relates to wheels for vehicles; and the object of my invention is to provide a wheel-hub which is so constructed that the point-band of the hub will not be bent or crushed by a hard blow.

Prior to my invention it was the general practice to construct heavy wheels—such, for example, as are used on trucks or other heavy vehicles—with a wooden hub having a cup-shaped end point formed integral with the wooden hub and protected on its outer surface by a metal point-band. Wheel-hubs constructed in this manner did not prove entirely satisfactory, due to the fact that the wooden end point would be crushed when the point-band received a hard blow or knock from another vehicle or from coming in contact with an obstruction. Furthermore, the interior of the wooden cup-shaped end point was easily marred or disfigured by the wrench used in removing or applying the axle-nut.

With the object of remedying the objectionable feature above referred to I have devised a truck-wheel hub having a metal end point formed separate from the hub and located within the projecting portion of the metal point-band carried by the hub. The end point is preferably constructed of malleable iron and comprises a substantially tubular-shaped wall spaced away from the interior of the point-band and having outwardly-extending portions which engage the interior of the point-band to strengthen same and prevent it from being crushed or bent. As shown in the preferred embodiment of my invention, the end point is substantially spool-shaped and is provided with a plurality of strengthening-ribs which extend from flange to flange of the spool.

Referring to Figs. 1 and 2 of the drawings, which illustrate the preferred form of my invention, 1 designates a truck-wheel hub having spokes 2 connected thereto, the interior of the hub being provided with the usual bore to receive the boxing of the wheel. A point-band 3 is carried by the hub, and the outer end of said band is thickened at 4 and tapers inwardly slightly. At the outer end of the hub is an end point 5, that abuts against the end of the hub and is surrounded by the point-band, to which it is rigidly connected either by shrinking the band on the end point or by driving said end point into the tapered end of the point-band before said band is applied to the wheel-hub. As previously pointed out, the end point is formed of metal and is substantially spool-shaped, comprising a tubular-shaped wall 6, having flanges 8 and 9, which extend approximately at right angles to the outer face of the point-band 3, said flanges being strengthened by a plurality of ribs 10, extending from flange to flange and integral therewith and with the tubular-shaped wall 6. Preferably the upper edges of the ribs 10 do not contact with the interior of the point-band 3, thereby facilitating in driving the end point into the tapered end of the point-band. The metal end point constructed in this manner not only absolutely prevents the point-band of the hub from being bent or crushed when it comes in contact with an obstruction or receives a hard blow from the hub of another vehicle, but as said end point is formed of metal its inner face will not be marred by the wrench used in removing or applying the axle-nut.

I have herein shown the point-band in the form of a shell which incases one-half the hub and is provided at its inner end with a flange 13, through which fastening devices pass into the spokes of the wheel; but it is obvious that said point-band could incase only the outer end portion of the hub without departing from the scope of my invention.

In Fig. 3 I have shown an end point of slightly-different form from that shown in Figs. 1 and 2, said end point comprising a substantially tubular-shaped wall 6', having its outer ends flared outwardly at 8' and provided at its inner end with a flange 9', strengthening-ribs 10' being also provided.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A truck-wheel hub provided with a



metal point-band, and a metal end point formed separate from the hub and located within said point-band; substantially as described.

5 2. A truck-wheel hub provided with a metal point-band, and a metal end point located within said point-band, said end point comprising an approximately tubular-shaped wall spaced away from the interior of the  
10 point-band and having a projecting portion which engages the interior of the point-band; substantially as described.

3. A wheel-hub provided with a metal band which projects beyond the end of the  
15 hub proper, and a metal end point located within the projecting portion of said band to prevent the same from being crushed; said end point engaging the interior of the point-band near its outer end and adjacent to the  
20 end of the hub and being spaced away from the intermediate portion of the band; substantially as described.

4. A wheel-hub provided with a projecting portion; and a metal end point located with-  
25 in the projecting portion of said hub to prevent the same from being crushed, said end point comprising a substantially tubular-shaped wall which is deflected at its opposite ends to engage the interior of the project-  
30 ing portion of the hub; substantially as described.

5. A hub provided with a metal band which projects beyond the end of the hub, and a metal end point located within the project-  
35 ing portion of said band and butting against the end of the hub, said end point comprising a substantially tubular-shaped wall provided with portions which extend approximately at right angles to the face of said  
40 metal band and engage the interior thereof; substantially as described.

6. A hub provided with a metal band

which projects beyond the end of the hub, and a metal end point located within the projecting portion of said band and butting  
45 against the end of the hub, said end point comprising walls which extend approximately at right angles to the face of said band, and strengthening-ribs extending from wall to wall; substantially as described. 50

7. A wheel-hub provided with a metal band extending beyond the end of the hub proper and having its inner face tapered, and a metal end point located within the project-  
55 ing portion of said band and butting against the end of the hub, said end point comprising a substantially tubular-shaped wall provided with flanges which engage the interior of said metal band; substantially as de-  
60 scribed.

8. A wheel-hub provided with a metal band extending beyond the end of the hub proper, the outer end of said band being thickened and its inner face being tapered, and a substantially spool-shaped metal end  
65 point located within the projecting portion of said band and connected thereto; substantially as described.

9. A wheel-hub provided with a metal shell which extends beyond the hub proper  
70 and which is provided at its inner end with a flange that engages one side of the spokes of the wheel, and a metal end point formed separate from the hub and located within the projecting portion of said shell to prevent the  
75 same from being bent or crushed; substantially as described.

In testimony whereof I hereunto affix my signature, in the presence of two witnesses, this 6th day of March, 1906.

EDWARD C. SENDELBACH.

Witnesses:

WELLS L. CHURCH,  
GEORGE BAKEWELL.