No. 850,328. PATENTED APR. 16, 1907.

F. F. UNCKRICH.

WHEEL HUB.

APPLICATION FILED NOV. 24, 1905.

Fig. 1

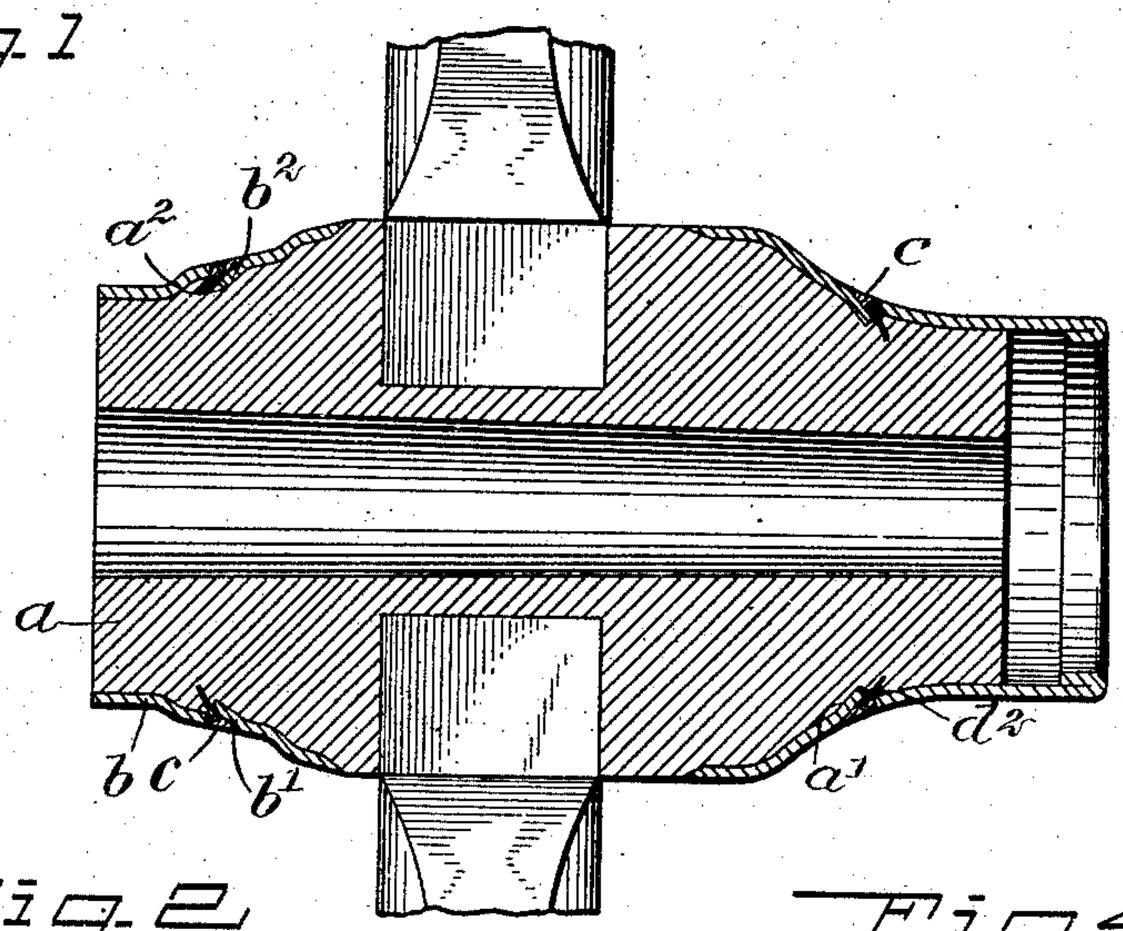
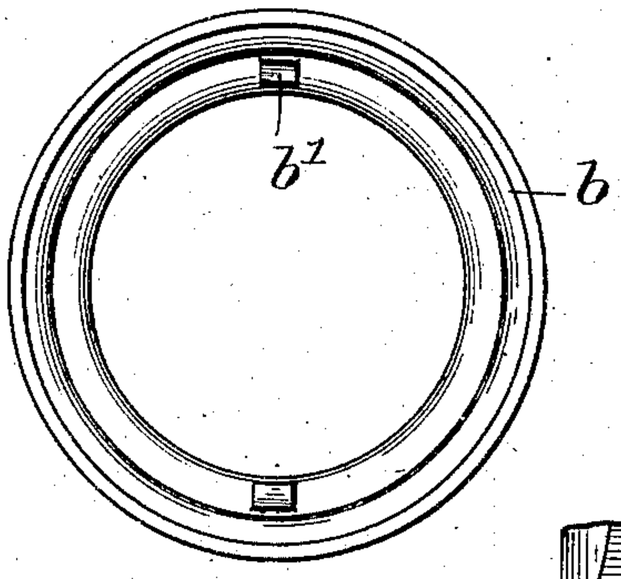
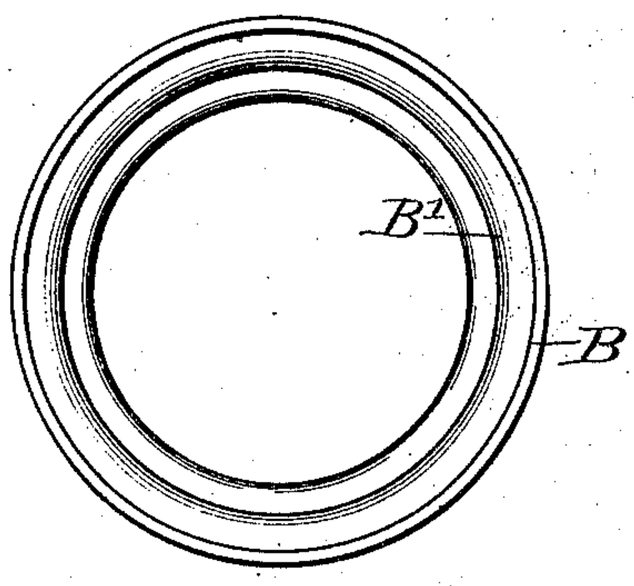


Fig. 2





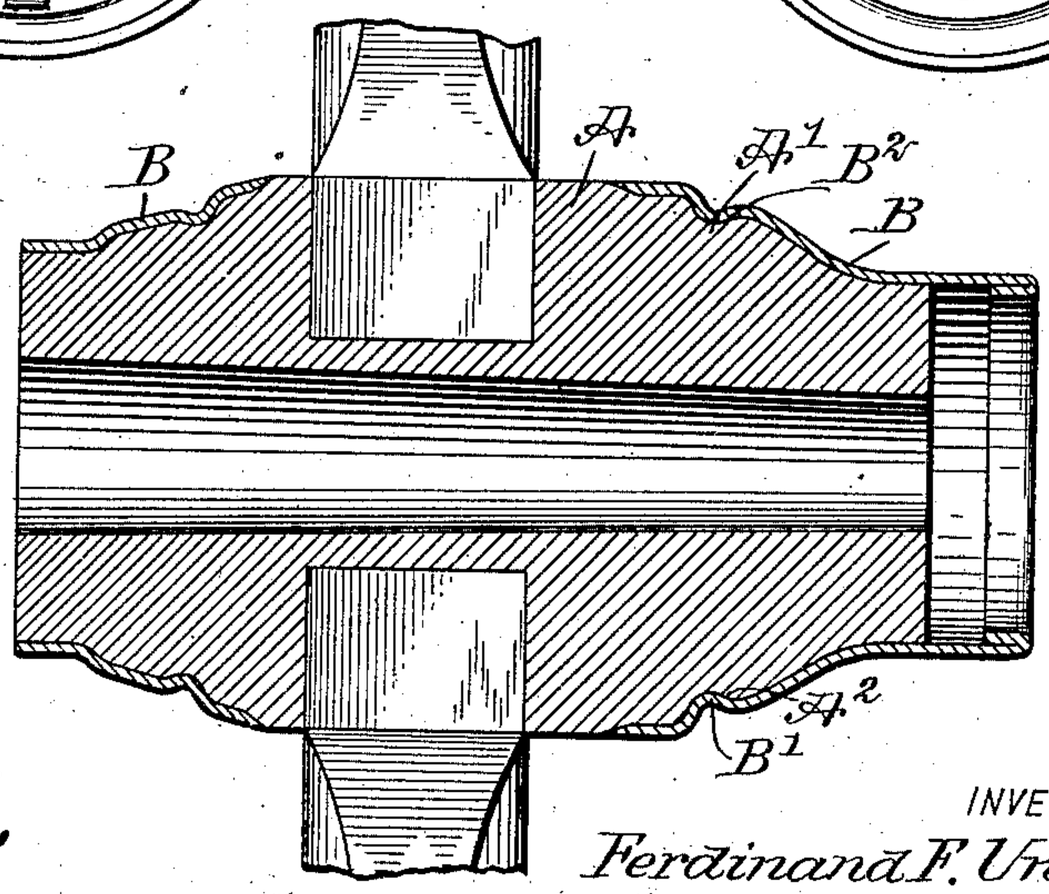


Fig. 3

Fig. 4

WITNESSES:

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FERDINAND FRED UNCKRICH, OF GALION, OHIO, ASSIGNOR TO BUCKEYE WHEEL COMPANY, OF GALION, OHIO.

WHEEL-HUB.

No. 850,328. Specification of Letters Patent. Patented April 16, 1907.

Application filed November 24, 1905. Serial No. 288,924.

To all whom it may concern:

Be it known that I, FERDINAND FRED UNCKRICH, a citizen of the United States, and a resident of Galion, in the county of Crawford and State of Ohio, have invented a new and Improved Wheel-Hub, of which the following is a full, clear, and exact description.

My invention relates to an improvement in wheel-hubs, and has for its object the provision of a wooden head with a metallic shell and means for securing the shell in a fixed position upon the hub.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a central longitudinal section of a wheel-hub, showing one form of my invention applied thereto. Fig. 2 is an end elevation of a shell adapted to be applied to the hub shown in Fig. 1. Fig. 3 is a view similar to Fig. 1, showing a modification; and Fig. 4 is an end elevation of the shell shown in Fig. 3.

I employ a hub a, preferably formed of wood, and I provide this hub with one or more depressions a'. Each of these depressions has a shoulder a^2 between the body of the depressions and the inner end of the hub. In the form shown in Fig. 1 the depressions a' are simply notches formed in the body of the hub at a convenient distance from the end, and in order to secure a shell b to the hub I provide it with a projection b', adapted to enter the depression a', and having a shoulder b^2, adapted to engage the shoulder a^2 and projecting toward the adjacent end of the hub. When the shell is to be applied, it is forced longitudinally onto the hub from the end until the shoulder b^2 enters the depression a' and engages the shoulder a^2. It will be seen that the shell is prevented from being removed from the hub in this manner. If necessary, the projection b' can be forced inwardly after the shell is applied to the hub; also, after the hub is completed in this manner I have preferred to fill the depression above the projection b' with a plug c. This plug is preferably formed by filling the opening with lead, solder, or any other similar material in a molten or plastic state and allowing it to harden therein. The outer surface of the plug can then be smoothed off, so that the outside of the hub does not show that any such operation has been performed. For more securely holding the parts together I drive a small nail or brad d^2 through the opening in the shell before the plug is inserted and after the projection b' is forced inwardly. The plug, which may be a metal cement, is then introduced and the head of the nail prevents it from dropping out. The nail also prevents the shell from moving in one direction as the shoulder b^2 does in the other.

In the form shown in Fig. 3 the main body of a hub A is provided with a depression in the form of a groove A′, having a shoulder A^2. This groove takes the place of the depression a' in the form shown in Fig. 1. A shell B is applied to this hub, and this shell may be in the course of manufacture provided with a projection in the form of an internal rib B′, having a shoulder B^2, situated in a position similar to the shoulder b^2 in the other form, but extending around the shell. The shell can then be forced onto the hub, and thus secured in fixed position, or, if desired, the shell can be placed on the hub before the rib B′ is formed and rolled into the groove A′. Both of these ways of accomplishing these results come within the scope of my invention. In the form shown in Fig. 3 it will of course not be necessary to include any plug, such as that shown in Fig. 1; but both forms will securely hold the shell in place and provide a most efficient construction for the purpose intended.

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

1. A wheel-hub, comprising a body having a depression in its surface, an apertured metallic shell on the body, a pin entering the said body with its head in the aperture of the shell, and a soft-metal plug in the opening and enveloping the head of the pin.

2. A wheel-hub, comprising a body having a depression in its periphery, and a metallic shell fitting on the body and having a projection entering the depression, said projection being struck up from the shell forming an opening therein, and a soft-metal plug in the said opening.

3. In a wheel the combination of a wooden

body having a depression in its surface, a metallic shell upon said body, said shell having an inwardly-extending projection and an opening adjacent to said projection, a nail entering said body and having the head in said opening, and a plug in the opening enveloping the head.

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

FERDINAND FRED UNCKRICH.

Witnesses:

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JACOB KEENE.