G. E. BABCOCK.

METAL HUB.

APPLICATION FILED FEB. 26, 1912.

1,045,103. **Patented Nov. 19, 1912.**

Fig. 1

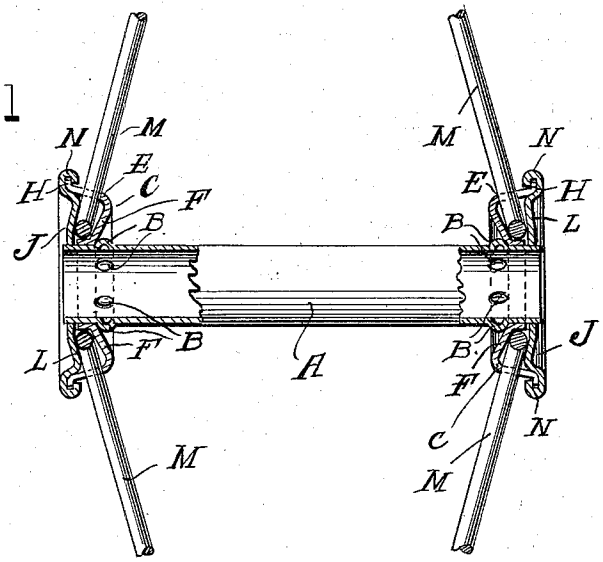


Fig. 2

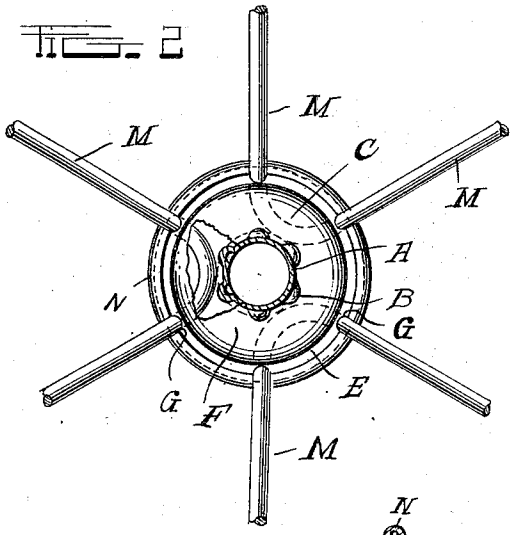


Fig. 3

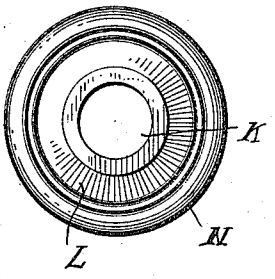


Fig. 4

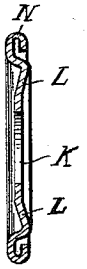
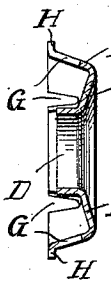


Fig. 5



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UNITED STATES PATENT OFFICE.

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METAL HUB.

1,045,103. Specification of Letters Patent. Patented Nov. 19, 1912.

Application filed February 26, 1912. Serial No. 679,867.

To all whom it may concern:

Be it known that I, GEORGE E. BABCOCK, a citizen of the United States, residing at Fort Plain, in the county of Montgomery and State of New York, have invented certain new and useful Improvements in Metal Hubs, of which the following is a specification.

My invention relates to improvements in metal hubs, and refers particularly to the construction of the hub flanges of vehicle wheels wherein return-bend spokes are employed, and the principal object of the invention is to produce from sheet metal hub flanges capable of being made in one piece and which flanges will be easy to assemble and will afford firm, effective and attractive fastenings for the spokes.

Another object of the invention is to provide hub flanges of the type described wherein the rim of the outer cap or disk will form a lock seam for the inner disk.

A further object of the invention is to provide a metal hub in which washers and equivalent devices will be dispensed with.

To attain the desired objects, the invention broadly stated, consists of a pair of disks so formed as to provide a simple and effective fastening for the spokes, the invention further consisting in the provision of a metal hub embodying novel features of construction and combination of parts for service, substantially as disclosed herein.

Referring to the accompanying drawing, in which I have illustrated a metal hub constructed in accordance with and embodying my invention:—Figure 1 is a longitudinal sectional view of a barrel hub, illustrating the use of my novel hub flanges. Fig. 2 is an inside elevation of one of the flanges, the barrel hub being shown in section. Fig. 3 is an inner face view of one of the inside caps or disks, and Figs. 4 and 5 are vertical sections of the outer and inner disks, respectively.

Referring by letter to the accompanying drawing, in which similar characters of reference denote corresponding parts in the several views:—the letter A designates the barrel hub, provided with the circumferential lugs or ribs B, against which bear the inner faces of the inside disks, designated generally by the letter C. Each disk C is provided with a central opening D, through which passes the barrel hub, and has an annular rim E, and from this rim, the metal is bent inwardly toward the center as at F, where it is kerfed or notched as at G. The outer periphery of the disk C is further provided with the vertical flange H.

The outer disks are designated broadly by the letter J, and are provided with a central opening K, through which the barrel hub is inserted. Each of these disks is bent inward as at L to engage the return-bend spokes M, and is formed upon its outer periphery with the turned or bent flange or rim N, into which engages the flange or rim H of the inside disk when the parts are assembled.

From this construction, it will be seen that I provide a simple and efficient hub flange which can be readily stamped from a sheet of metal, will be easily assembled, and which will entirely dispense with the use of metal washers and the like.

It will also further be seen that the rim or flange N of the outside disk forms a lock seam into which the rim or flange H of the inside disk engages, and this construction affords a simple and efficient locking arrangement.

I claim:—

In a metallic hub, the combination with a hub barrel provided with circumferential lugs, of an inner disk mounted on the hub and having a flange abutting against and parallel with the barrel hub, a portion inclined outwardly therefrom and contacting with the lugs at its points of inclination from the horizontal flange, said portion being bent at its outer end to form an outwardly inclined rim disposed at right angles thereto and the rim terminating in a

vertical flange disposed at right angles to the horizontal flange bearing against the hub, an outer disk mounted on the hub barrel, and comprising an inwardly bent portion formed with an outwardly projected flange terminating in a curved receiving portion for the vertical flange of the inner disk whereby an interlocking connection for said disks is provided, and spokes secured between the disks.

In testimony whereof I affix my signature in presence of two witnesses.

GEORGE E. BABCOCK.

Witnesses:

WILLIAM A. CORNELL,

JOHN A. ROOF.