(No Model.)

J. R. KENNEDY.

BICYCLE HUB.

No. 564,697. Patented July 28, 1896.

Fig. 1.

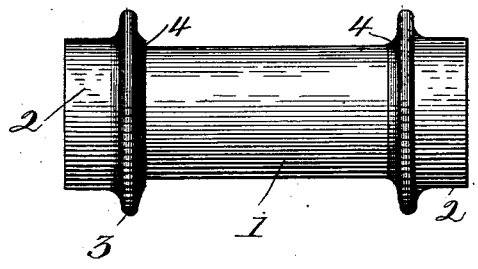


Fig. 2.

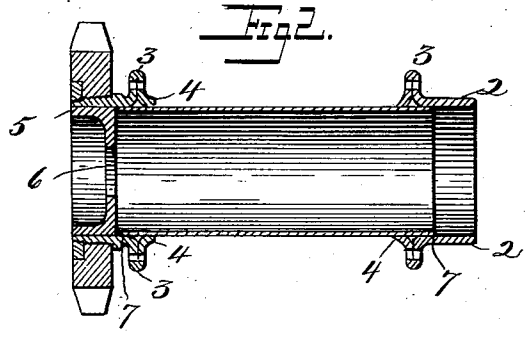
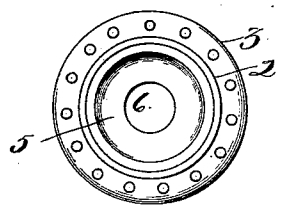


Fig. 3.



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UNITED STATES PATENT OFFICE.

JOHN ROBERT KENNEDY, OF CORTLAND, NEW YORK.

BICYCLE-HUB.

SPECIFICATION forming part of Letters Patent No. 564,697, dated July 28, 1896.

Application filed September 13, 1895. Serial No. 562,417. (No model.)

To all whom it may concern:

Be it known that I, JOHN ROBERT KENNEDY, a citizen of the United States, residing at Cortland, in the county of Cortland and State of New York, have invented certain new and useful Improvements in Bicycle-Hubs; and I do hereby 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.

The invention relates to cycle-wheel hubs; and its principal object is to produce a hub for such class of wheels that shall possess the combined qualities of lightness, strength, and durability without adding to the cost of construction.

The invention consists, essentially, in constructing the hub of a straight tubular body, and securing to the ends thereof a flanged collet of peculiar shape, said collet having its respective ends adapted to receive and hold the usual ball-bearing cone and its flange adapted to sustain the inner ends of the spokes, as will be hereinafter more fully explained, and specifically set forth in the claims.

In the accompanying drawings, Figure 1 is a side view of my improved hub; Fig. 2, a vertical longitudinal sectional view of the same, and Fig. 3 an end view thereof.

Referring to the several figures of the drawings, the numeral 1 indicates the body of the hub, which is constructed of a straight metal tube. Rigidly secured to each end of said tube, preferably by brazing, is a collet 2, which is formed of a metal tube with a flange 3, raised from the body of the tube near its inner end, leaving a bearing portion 4 on the inner side of the flange. Each collet is so secured onto the body of the hub that a portion of its length projects beyond the end of said body to form a seat for the ball-bearing case 5, which is provided with apertures 6 for the insertion of usual shaft. The inner or rear wall of the ball-bearing cases rest against the ends of the tubular body of the hub, which serve as stops or shoulders 7 to limit the distance to which said cases are to be set within the collets.

The numeral 8 indicates the usual sprocket-wheel, which receives the driving-chain. The wheel is secured onto one of the collets by any suitable means, preferably by screw-threading, as shown in Fig. 2, a screw-threaded washer 9 being employed to hold said wheel firmly in place.

The flanges of the collets are suitably apertured to receive the ends of the spokes, which connect the hub with the felly or rim of the wheel, and owing to the peculiar construction of said flanges a strong and rigid connection is formed for the spokes.

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

1. A cycle-wheel hub, comprising a tubular body, a collet located at each end of said body, said collet being formed with a spoke-flange raised from its body and having a bearing at each side of said flange resting on the tubular body, a ball-bearing case seated in the outer end of each collet and having a bearing against the end of said tubular body, substantially as specified.

2. In a cycle-wheel hub, the combination with the tubular body thereof, of a collet located at each end of said tubular body and formed with a spoke-flange raised from its body, said collet having a bearing on the tubular body at each side of said flange, a ball-bearing case seated in the outer end of each collet and having a bearing against the end of said tubular body, and a sprocket-wheel secured to one of the collets, substantially as specified.

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

JOHN ROBERT KENNEDY.

Witnesses:
J. W. SUGGETT,
EDWIN DUFFEY.