

(No Model.)

R. HEELEY.

RIM FOR VELOCIPEDE WHEELS.

No. 315,026.

fig 1 Patented Apr. 7, 1885.

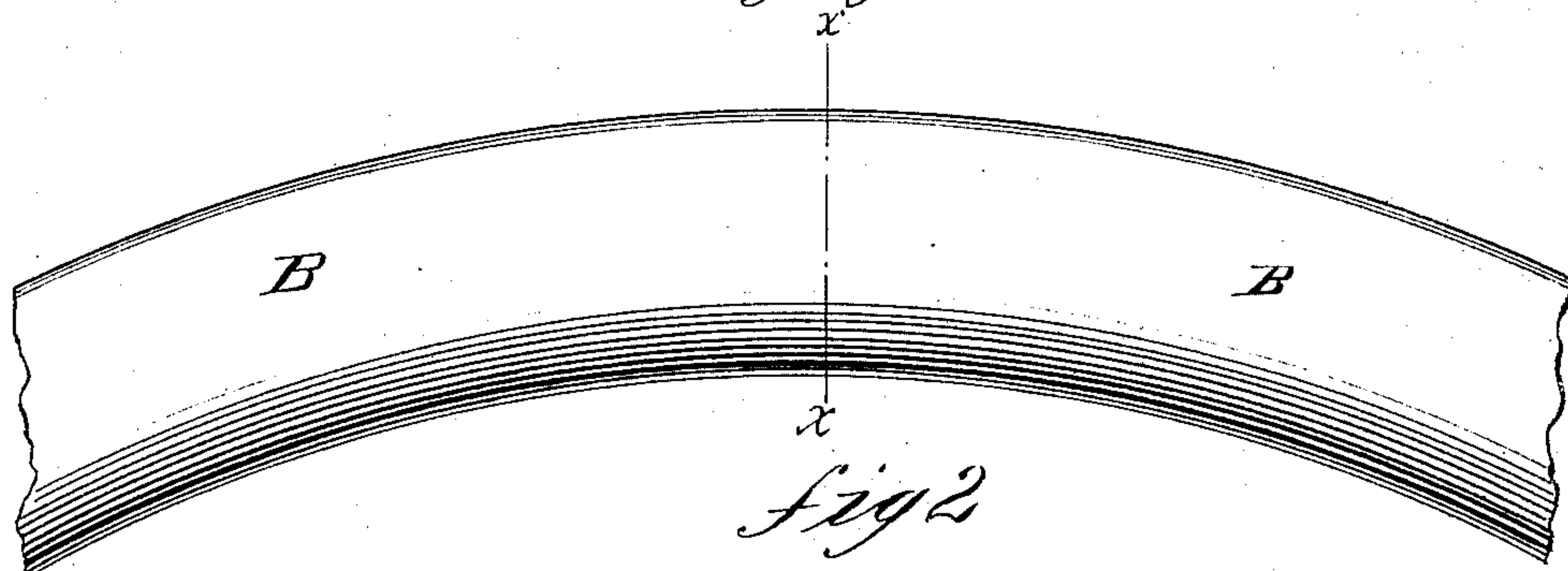


fig 2

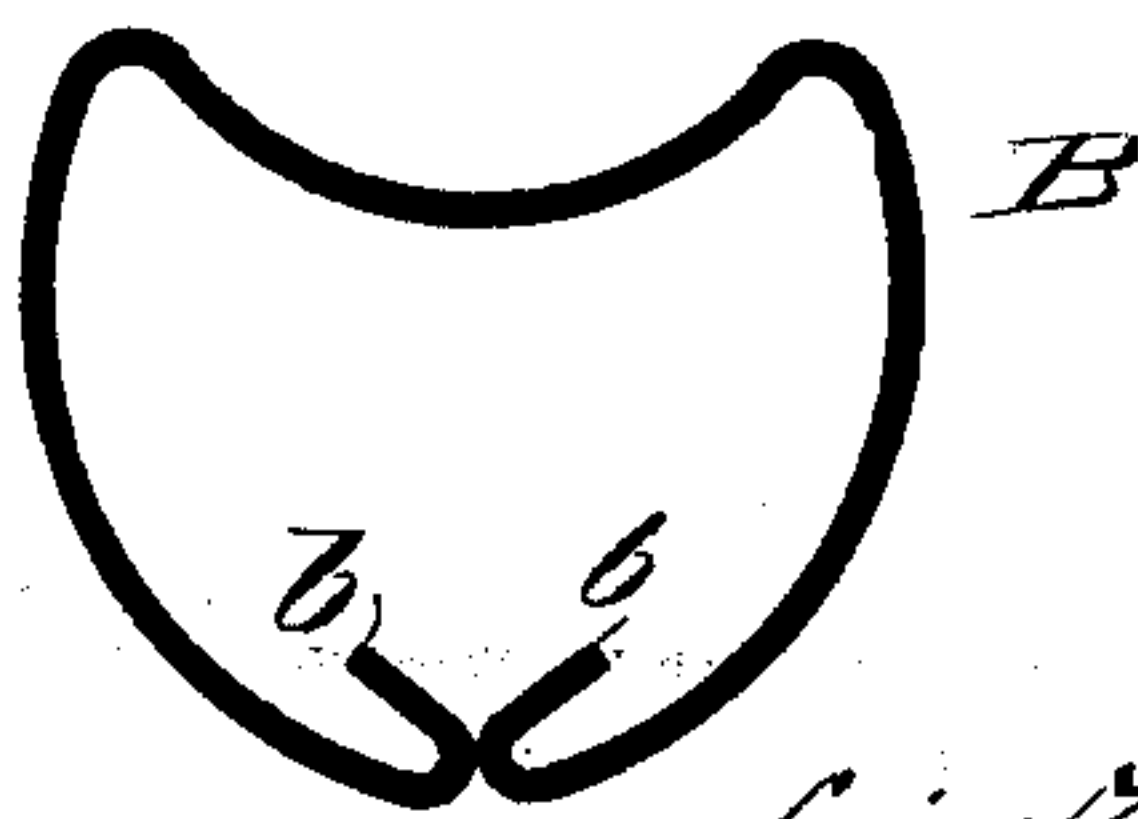


fig 3



fig 4

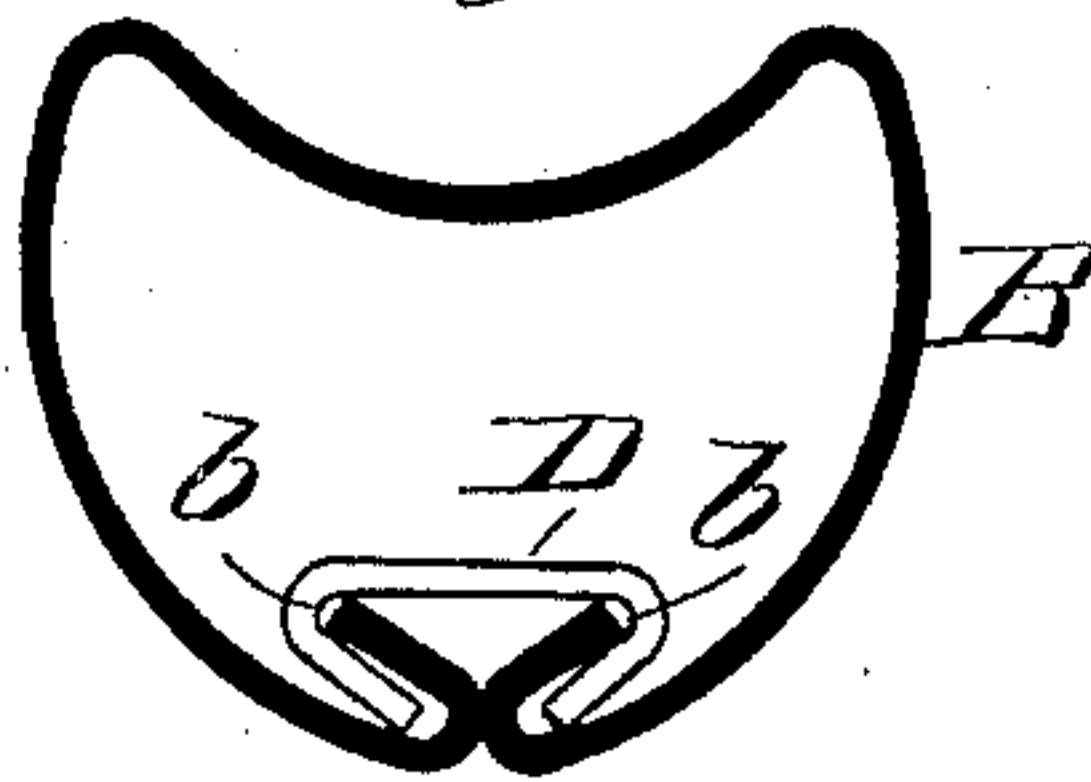
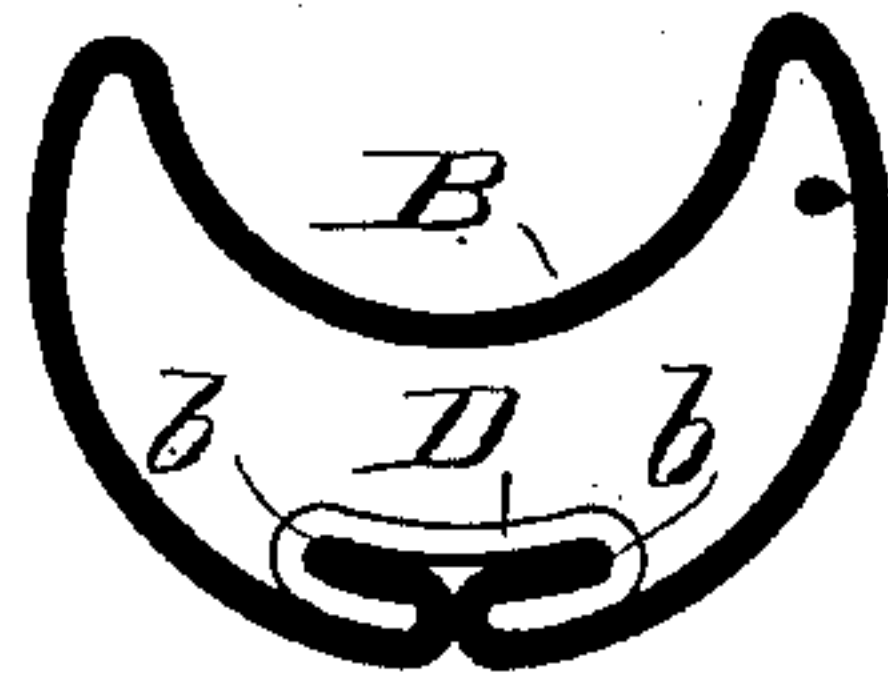


fig 5



WITNESSES:

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RICHARD HEELEY, OF BIRMINGHAM, COUNTY OF WARWICK, ENGLAND.

RIM FOR VELOCIPED-WHEELS.

SPECIFICATION forming part of Letters Patent No. 315,026, dated April 7, 1885.

Application filed August 22, 1884. (No model.) Patented in England June 27, 1883, No. 3,189.

To all whom it may concern:

Be it known that I, RICHARD HEELEY, a subject of the Queen of Great Britain, residing at Birmingham, in the county of Warwick and Kingdom of Great Britain, have invented new and useful Improvements in Rims for Bicycles, Tricycles, and other Vehicles, of which the following is a specification, and for which I have obtained a patent in Great Britain, No. 3,189, dated June 27, 1883.

My invention relates to an improved rim for the wheels of bicycles, tricycles, and other vehicles; and it consists, in brief, of a new form of joint, as hereinafter fully described, for uniting the edges of a single sheet of steel or other metal from which the rim is formed, and through the employment of an auxiliary strip of metal adapted to lock contiguous edges of said sheet internally to form a strong joint.

This invention is fully illustrated in the accompanying drawings, in which Figure 1 is a side view of a segment of a vehicle-wheel rim. Fig. 2 is a section on line *xx* of Fig. 1, showing my rim in one stage of its construction. Fig. 3 is a transverse section of a part of my improved rim. Fig. 4 is a cross-section of a rim of my construction in an advanced stage; and Fig. 5 is a cross-section of a rim-tube completed.

B is the sheet-metal wall of a rim, (shown incomplete in Fig. 2,) to have the ends upon the lower side bent inwardly away from each other, to be in contact or close proximity at their bends, and extend upward and inward to form, as shown, the lips *b b*.

D is a strip of sheet metal, bent to have the configuration shown in cross-section, Fig. 3, to be in an early stage of the formation of the rim combined with the rim B and lips *b b*, as shown in Fig. 4.

The tube of the rim, being of the configuration shown in cross-section, Fig. 2, has the

strip D passed through the interior of said tube, to take a relative position to the lips *b b*, as shown in Fig. 4—that is, to have its web rest upon the ends of lips *b b*, while its wings fall into the space between the lips and the surface B from which they are bent. The tube, as shown in Fig. 4, is by the former compressed to take its final shape, as shown in contour, Fig. 5; and the action of the former compresses the binding-strip D and the lips *b b* to form an effective internal joint. The joint so formed is very strong, for the reason that the edges of the lips and the edges of the wings in their compressed position abut against folds in the sheets D B, to act in unison to resist any strain brought to separate the sections; and the lips and binding-strip D, when so compressed, resist in the direction of their greatest strength.

In Fig. 5, to more clearly illustrate the invention, the outlines of the part B, with its lips *b b*, together with that of the strip D, are clearly shown; but in practice a cross-section of a rim-tube of my construction would show said joint as apparently of one homogeneous mass.

Now, having described my invention, what I claim is—

The within-described improved rim for bicycles, tricycles, and other vehicles, consisting of a sheet-metal rim, B, having inwardly-turned lips *b b*, and a binding-strip, D, having inverted wings, the two being combined by pressure to form, substantially as shown and described, an internal joint.

RICHARD HEELEY.

Witnesses:

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