

No. 637,385.

Patented Nov. 21, 1899.

J. B. HALIFAX.
CRANK BRACKET FOR VELOCIPEDES.

(Application filed Apr. 15, 1899.)

(No Model.)

Fig. 1.

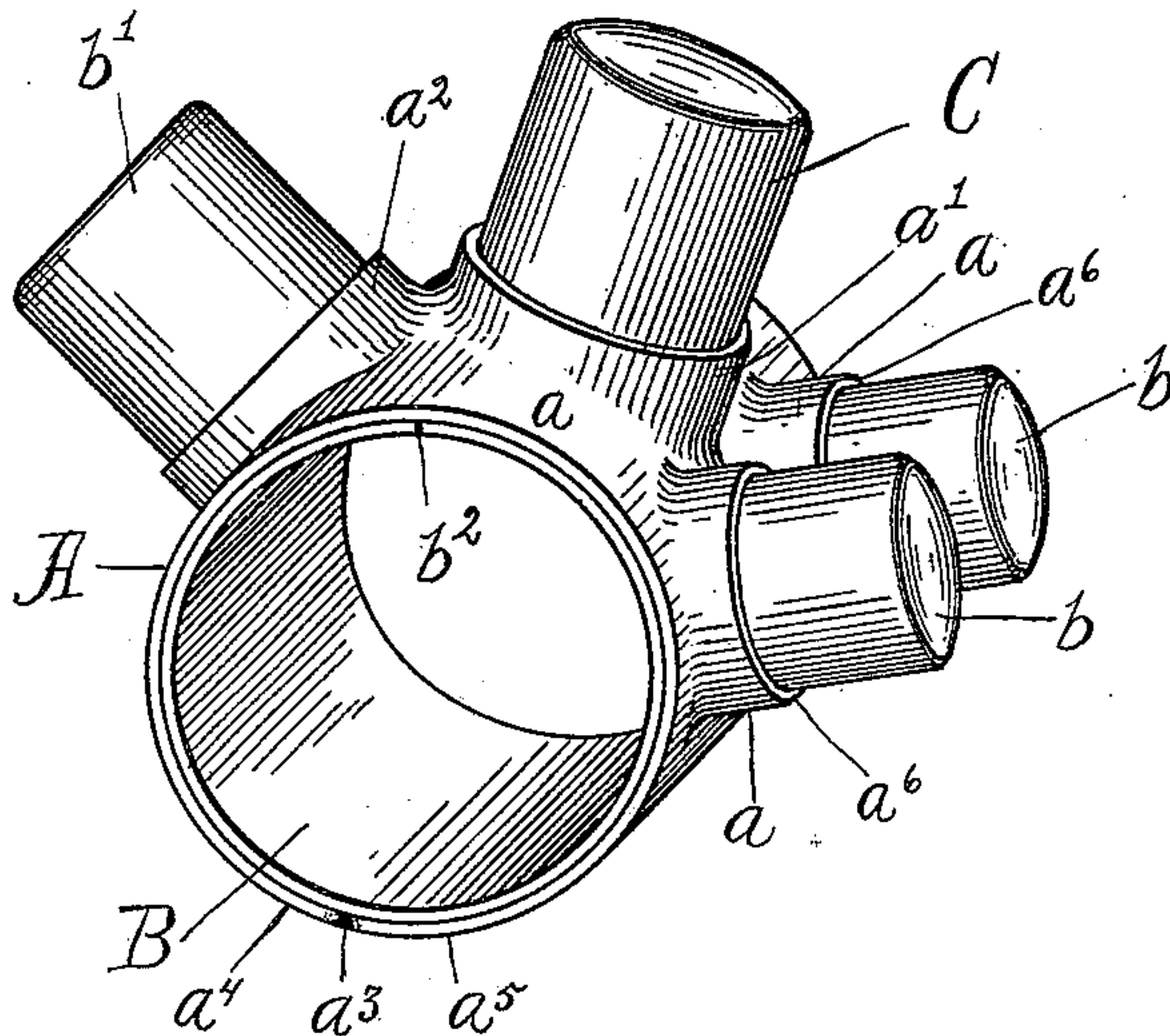


Fig. 2.

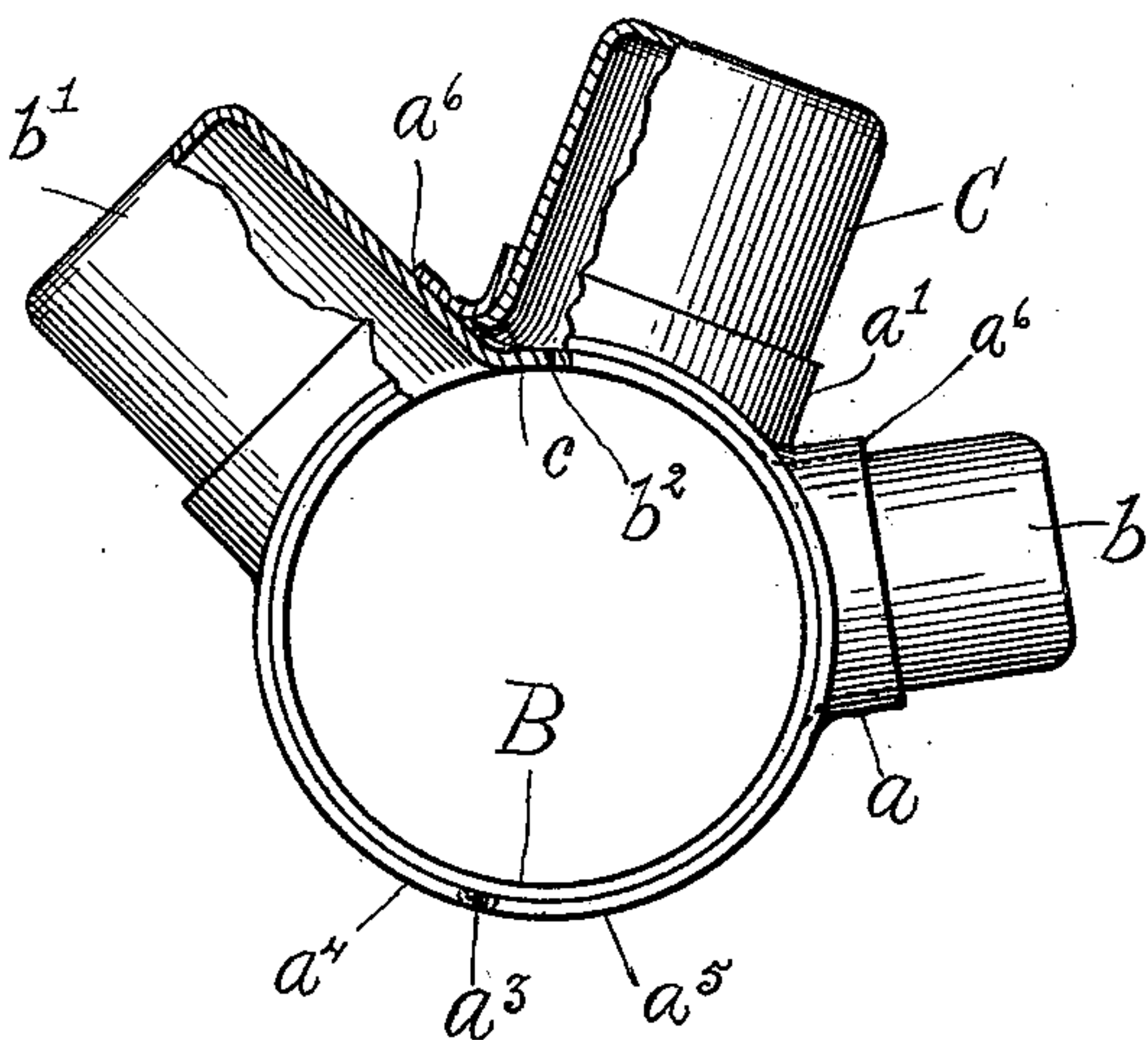
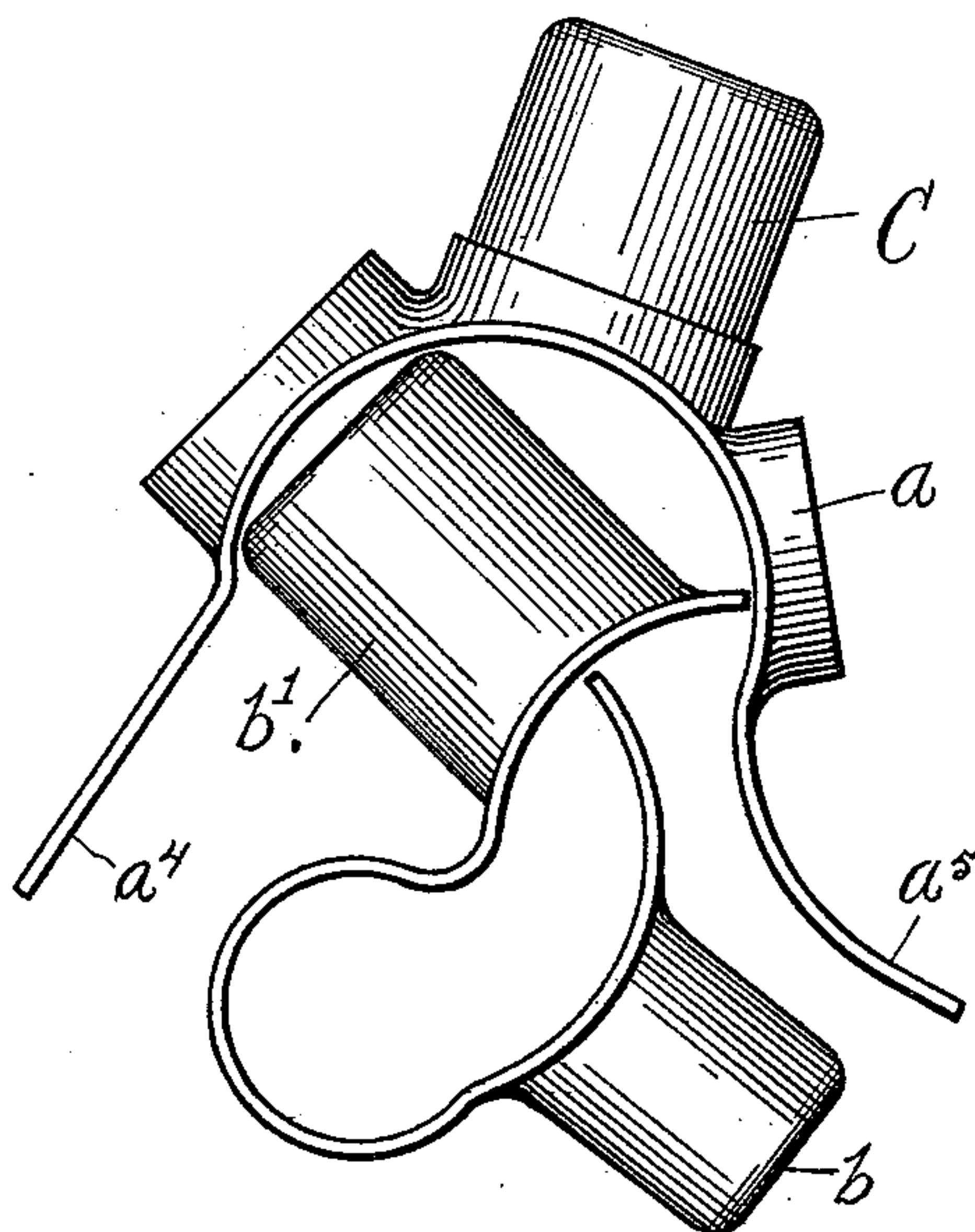


Fig. 3.



Witnesses:

W. J. Jacker,

Samuel Zantle

Inventor:

John B. Halifax,

By Carter Graves,
Atty's.

UNITED STATES PATENT OFFICE.

JOHN B. HALIFAX, OF CHICAGO, ILLINOIS, ASSIGNOR TO THE GEO. L. THOMPSON MANUFACTURING COMPANY, OF ILLINOIS.

CRANK-BRACKET FOR VELOCIPEDES.

SPECIFICATION forming part of Letters Patent No. 637,385, dated November 21, 1899.

Application filed April 15, 1899. Serial No. 713,141. (No model.)

To all whom it may concern:

Be it known that I, JOHN B. HALIFAX, of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Crank-Brackets for Velocipedes, of which the following is a specification.

This invention relates to improvements in stamped sheet-metal crank-hangers for velocipedes, and refers more specifically to an improved construction in which the hanger is provided with an inner reinforcement or lining, with which certain ones of the nipples or frame-lugs are formed integrally.

The object of the invention is to provide a hanger of the character referred to possessing superior strength and having lugs of such form as to obviate or reduce to a minimum the special shaping or fitting of the ends of the frame members in order that they may be accurately united therewith to form a most perfect flush joint, and at the same time the construction of the hanger is such that it can be most economically manufactured.

The invention consists in the matters hereinafter described, and more particularly pointed out in the appended claims, and the same will be more readily understood by reference to the accompanying drawings, in which—

Figure 1 is a perspective view of a complete device embodying my invention. Fig. 2 is an end view of the same, parts being shown in transverse axial section to more clearly disclose the internal construction of the hanger. Fig. 3 is a view of the two larger parts partly formed, showing particularly the method of inserting the reinforcement within the barrel of the hanger.

Referring to said drawings, A designates as a whole the main outer body or barrel of the hanger, which is formed of sheet metal and is provided with nipple bases or sockets a , a' , and a^2 , drawn out from the body of the blank by means of suitable dies and arranged in the usual manner to aline with the several frame members of the velocipede. The lugs are so located with relation to the side margins of the blank as to bring the side seam a^3 of the hanger at a point remote from said lugs, preferably and as shown herein at the bottom side of the hanger, and the outer ends

of the nipple-sockets are cut or dressed off at right angles to their several axes, as indicated clearly in the drawings.

B designates a lining-thimble, also formed of sheet metal, constructed to fit accurately and tightly within the barrel of the hanger and provided with three integral nipples b b' and b'' of suitable size and arranged to project from the thimble at the proper angle to fit within and protrude through the several nipple-sockets a a' and a^2 , respectively, said nipples being desirably drawn out or formed from the body of the thimble-blank by means of suitable dies in such manner as to leave their outer ends imperforate or substantially so.

C designates a nipple which is made separate from or independently of the lining-thimble, said lug being in the preferred construction shown the central lug or nipple, which is adapted to receive the lower end of the seat-post standard. The lug C is also struck up from sheet metal and is of proper size to fit accurately within the nipple-socket a' , the inner end c of said nipple being turned outwardly or belled to cause it to fit the correspondingly-enlarged inner end of the nipple-socket, so that the nipple is held positively from being drawn out of the socket. The said inner end of the nipple is also properly conformed to fit against the outer surface of the inner thimble, so that it is thereby held positively against movement inwardly when the parts are assembled, as indicated clearly in Fig. 2.

For convenience of assembling, as will hereinafter more fully appear, the longitudinal side seam b^2 of the thimble or lining is arranged to come at the upper side of the thimble, at a point between the integral nipple b' and the two nipples b .

With the parts constructed as described and while the main body or barrel A is open at its side, as indicated in Fig. 3, the parts are assembled by first passing the nipple C out through the socket until its inner belled end engages the interior of the barrel, next bending the thimble-blank into the form indicated in Fig. 3 and passing the nipple b' out through its nipple-socket a^2 , then forcing the opposite pair of nipples b out through the

nipple-sockets a , thereafter shaping up the body of the thimble into accurate cylindric form, and finally closing the sides $a^4 a^5$ around the thimble and electrically welding or brazing the seam a^3 . It is found in practice that it is unnecessary to braze or otherwise unite the edges of the thimble at the seam b^2 ; but obviously this may be done also, if desired. It will be further obvious that the parts could be assembled by first passing the nipples b out through their sockets and thereafter adjusting the nipples b' to position.

It will be seen from the foregoing description that a hanger thus constructed is exceedingly strong, that the parts are all of such form that they may be most economically struck out from sheet metal by means of dies of simple conformation, that the nipples are of such shape that, in connection with the annular shoulders a^6 , formed by the outer ends of the nipple-sockets, cut off, as described, an accurately-fitting flush-joint can be formed with the frame member by simply cutting it off at right angles to abut against the shoulder, and that the seam which is to be electrically welded is so located that the several lugs do not interfere with the proper manipulation of the hanger to secure a perfect weld.

I claim as my invention—

1. A sheet-metal hanger for velocipedes

comprising an outer barrel seamed together at one side and provided with integral nipple-sockets, and an inner lining-thimble divided at one side and provided with a plurality of integral nipples arranged to protrude through the several nipple-sockets of the hanger, the line of separation of the lining-thimble being located between the nipple-sockets and at the upper side of the hanger.

2. A sheet-metal hanger for velocipedes comprising an outer barrel seamed together at its lower side and provided with integral nipple-sockets, an inner lining-thimble divided at one side and provided with a plurality of integral nipples arranged to protrude through the several nipple-sockets of the hanger, the line of separation of the lining-thimble being located at its upper side and between the nipples, and a nipple made independently from the hanger and lining-thimble, and held in position by engagement at its inner end with the thimble, substantially as described.

In testimony that I claim the foregoing as my invention I affix my signature, in presence of two subscribing witnesses, this 10th day of April, A. D. 1899.

JOHN B. HALIFAX.

Witnesses:

C. H. FOSTER,
SIMON P. STAHL.