

No. 844,363.

PATENTED FEB. 19, 1907.

E. W. KELLER.
PULLEY RIM.

APPLICATION FILED JUNE 13, 1906.

Fig. 1.

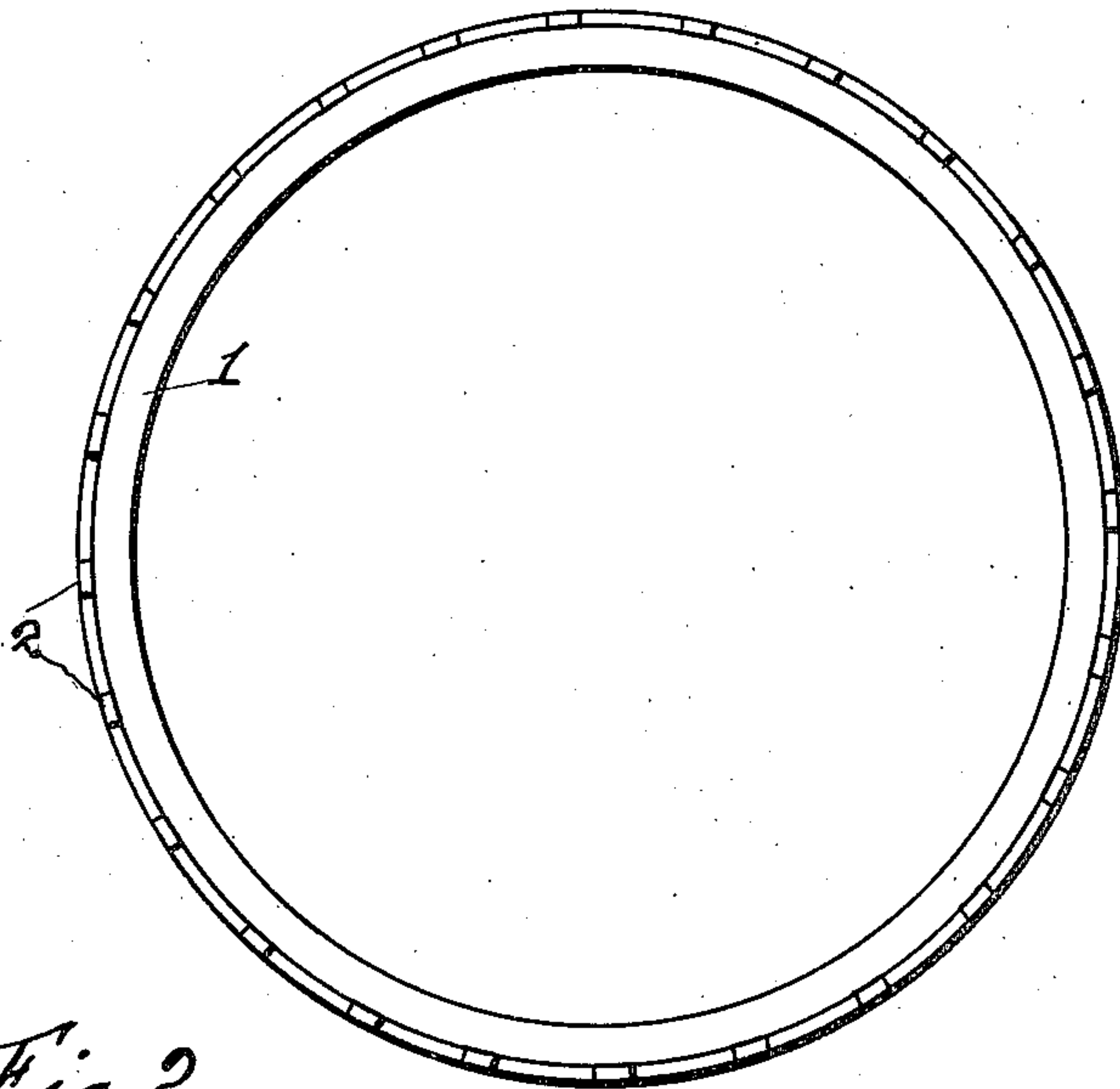


Fig. 2.

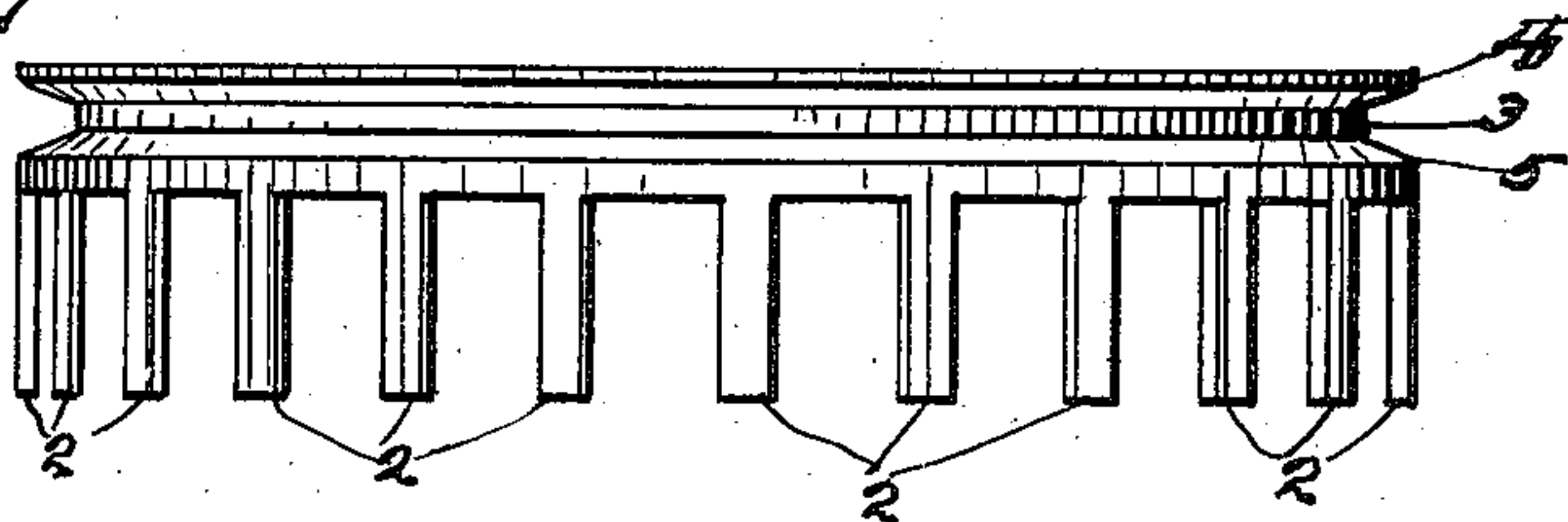
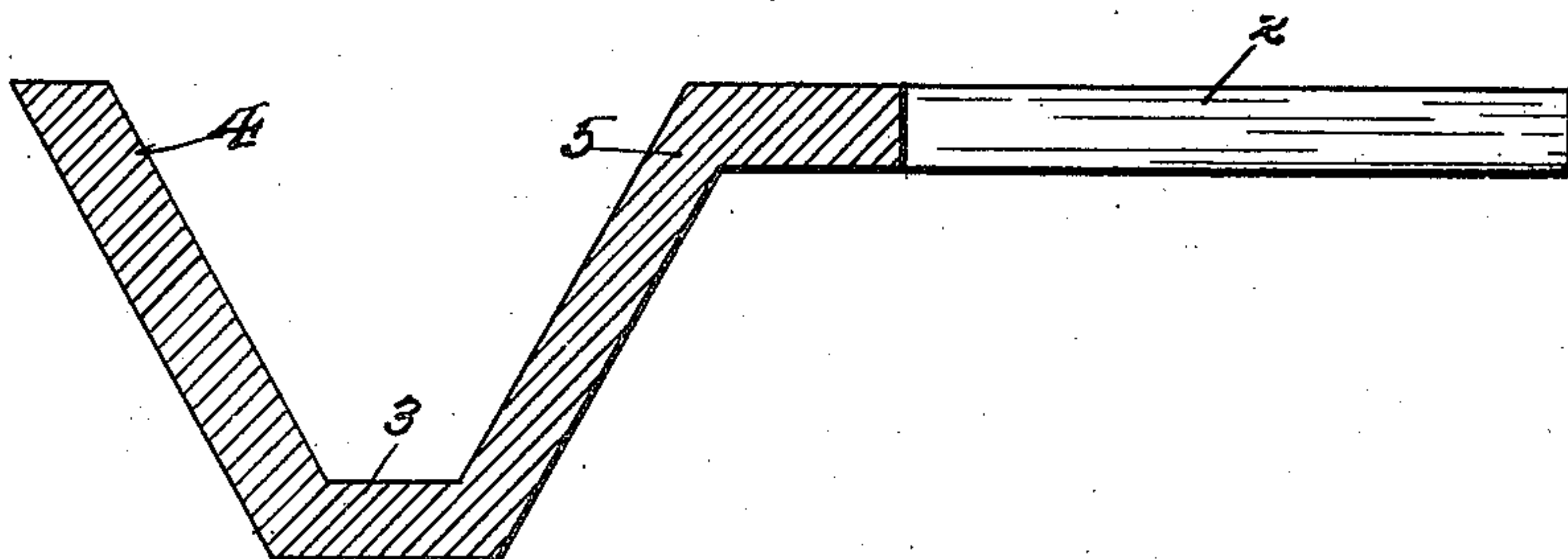


Fig. 3.



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PULLEY-RIM.

No. 844,363.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, EDWIN W. KELLER, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Pulley-Rims, of which the following is a specification.

My invention relates to those pulleys which are in use upon the wheels of motor-cycles and are used for transmission of power by means of the belt running from the engine to the rear wheel.

The question of a suitable pulley-rim for motor-cycles has been one of the greatest problems connected with this industry, and it has been found almost impossible to braze lugs onto the pulley-rim which would be substantial enough to withstand the strain of the pull upon the rim. The lugs invariably pull off or break and cause a great deal of trouble on the road.

The object of my invention is to overcome this annoyance and to produce a rim which shall be made in one piece and has the lugs for clamping it to the wheel formed integral therewith.

My method of construction may be more readily understood by having reference to the accompanying drawings, in which—

Figure 1 is a side elevation of my improved pulley-rim. Fig. 2 is an end elevation. Fig. 3 is an enlarged cross-section.

Similar figures refer to similar parts throughout the entire description.

My rim is constructed, as shown in the drawings, of a single continuous piece of sheet-steel 1, having lugs 2 formed thereon which serve to clamp the rim to the wheel which is to be driven. The pulley itself is constructed of a V shape, as better shown in the detail view Fig. 3, the pulley-rim 3 having walls 4 and 5, and is adapted to carry the belt for driving the machine. This rim, as shown in the drawings, is stamped from a single piece of sheet-steel and then rolled into shape, it being obvious that the rim 3 and the

lugs 2 are integral and formed of a single piece of metal. The result is that all of the old annoyance of the lugs getting loose or causing trouble by breaking off is entirely done away with.

Although I have shown a V-shaped rim, it will be obvious that changes can be made either in the shape of the rim or the shape or number of lugs without deviating from the spirit of my invention, which is to construct a pulley-rim for motor-cycles in which the lugs and rim are formed integral.

It may be found desirable in practice to cast the rim instead of stamping and rolling it where the rim is to be used in a position requiring a greater strain than could be furnished by metal which could be conveniently stamped.

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

1. A pulley-rim for motor-cycles consisting of a single continuous piece of sheet-steel, its cross-sections presenting a V shape, there being a plurality of supporting-lugs extending from one of the side walls of the said V and formed integral therewith, for the purpose set forth, substantially as described.

2. A pulley-rim for motor-cycles consisting of the pulley-rim 3 formed of a continuous piece of metal consisting of sheet-steel having walls 4 and 5 and a plurality of supporting-lugs 2 formed integral with the rim for the purpose set forth, substantially as described.

3. A pulley for motor-cycles consisting of a pulley-rim 3 formed of a continuous piece of metal having walls 4 and 5 and a plurality of supporting-lugs 2 formed integral with the rim, for the purpose set forth, substantially as described.

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Witnesses:

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