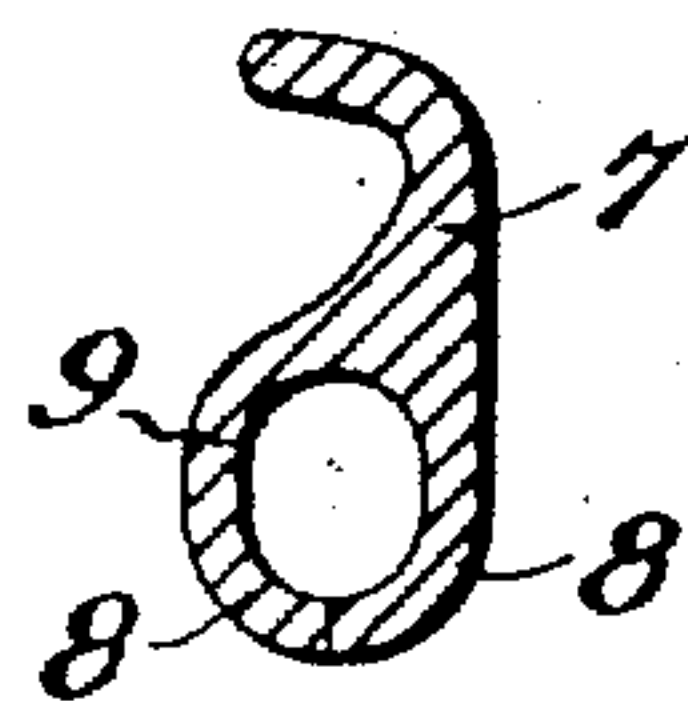
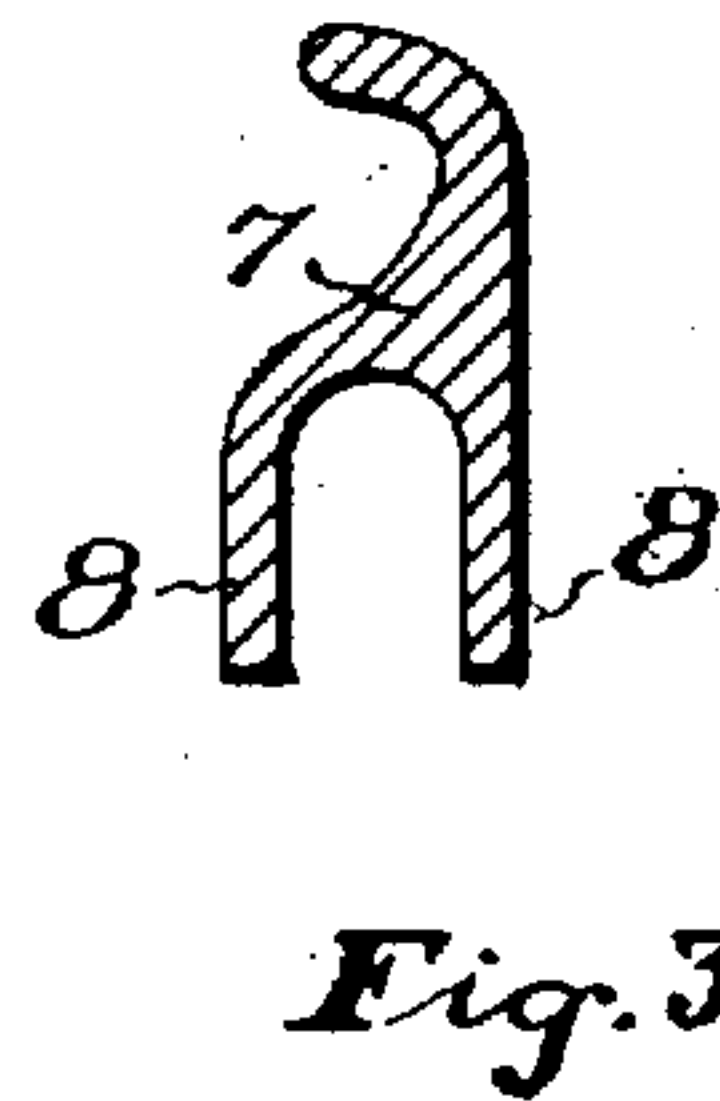
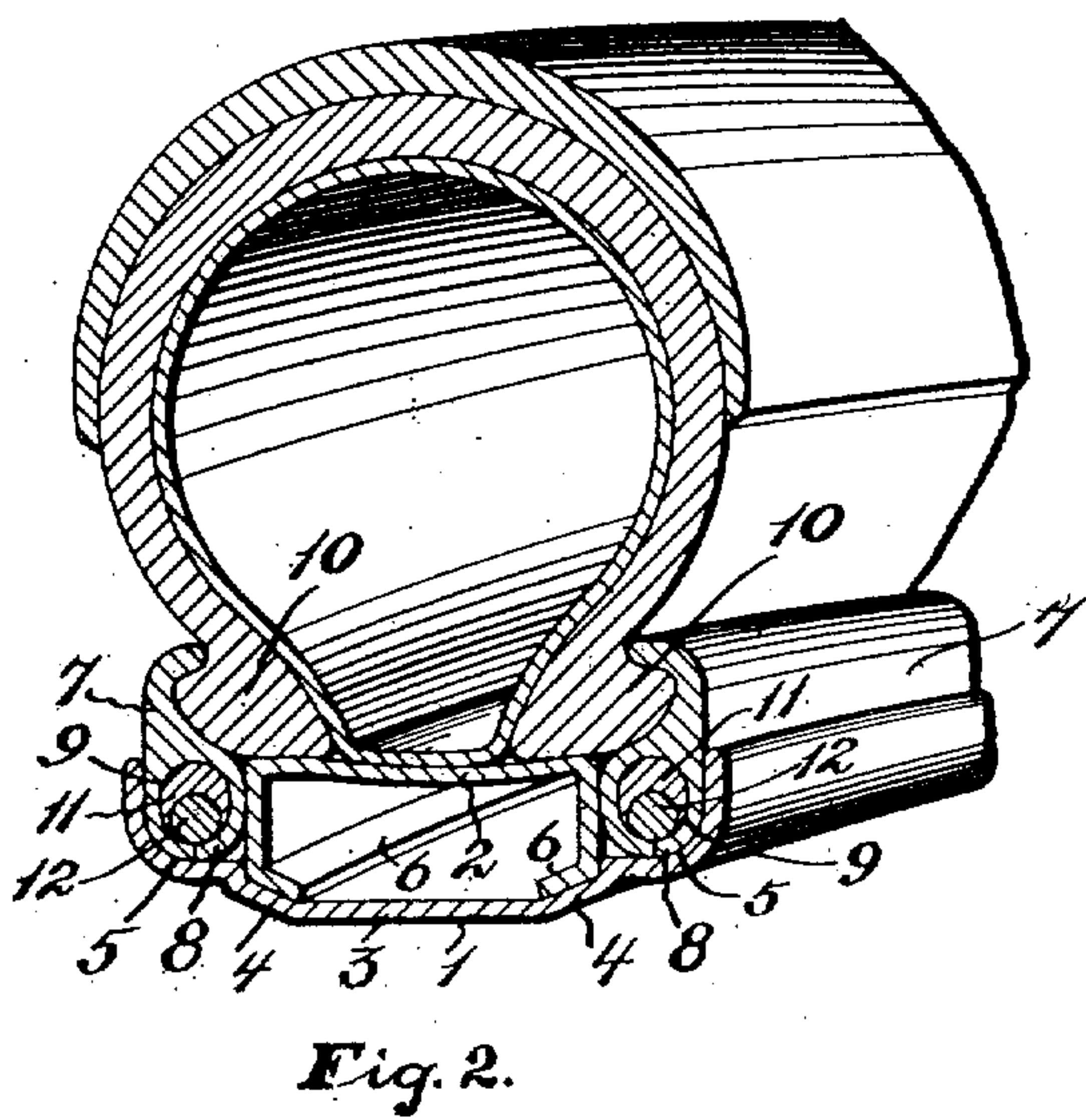
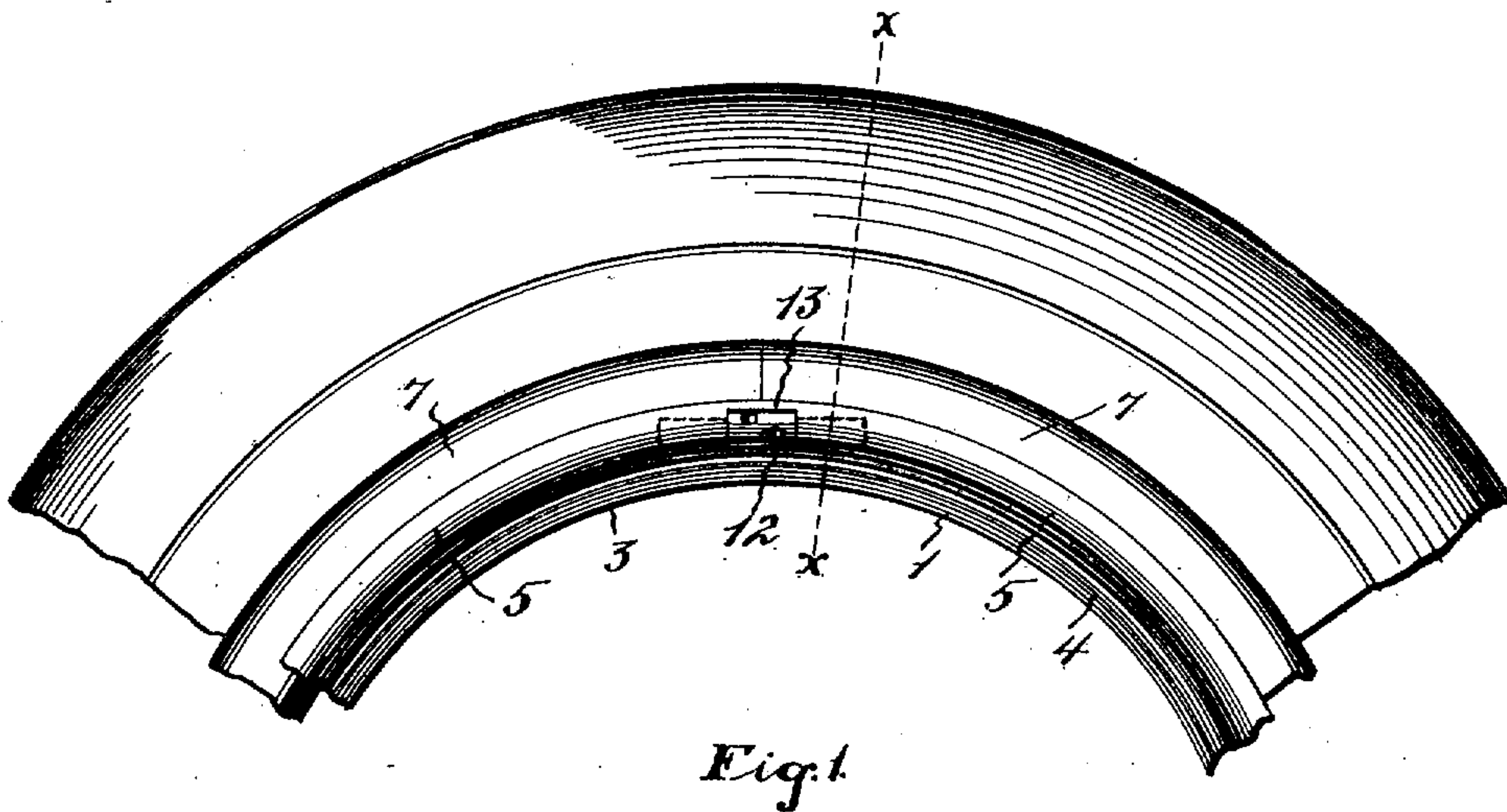


No. 848,017.

PATENTED MAR. 26, 1907.

P. EBNER.  
VEHICLE RIM.  
APPLICATION FILED FEB. 12, 1906.



WITNESSES  
*Carl Stoughton*  
*M. B. Schuy*

Fig. 4. INVENTOR  
*Peter Ebner*  
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ATTORNEYS



# UNITED STATES PATENT OFFICE.

PETER EBNER, OF COLUMBUS, OHIO.

## VEHICLE-RIM.

No. 848,017.

Specification of Letters Patent.

Patented March 26, 1907.

Application filed February 12, 1906. Serial No. 300,553.

*To all whom it may concern:*

Be it known that I, PETER EBNER, a citizen of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful Improvements in Vehicle-Rims, of which the following is a specification.

My invention relates to new and useful improvements in motor-vehicle rims.

The object of the invention is to provide an improved rim comprising parts more readily assembled and with a reduced amount of labor.

Another feature resides in the provision of gutters of considerable depth, together with beads or removable flanges of considerable height, affording suitable bearings for the turnbuckles and obviating the necessity of building up and cutting down the gutters and the flanges, which causes thin portions and a weakened structure.

Finally, the object of the invention is to provide a device of the character described that will be strong, durable, efficient, and simple and comparatively inexpensive to make.

With the above and other objects in view the invention consists of the novel details of construction and operation, a preferable embodiment of which is described in the specification and illustrated in the accompanying drawings, wherein—

Figure 1 is a partial side elevation of a tire, showing my improved rim applied thereto. Fig. 2 is a transverse vertical sectional view taken on the line  $x x$  of Fig. 1 and showing portions of the tire and rim in perspective. Fig. 3 is a transverse vertical sectional view through one of the flanges before the same is bent, and Fig. 4 is a similar view showing the flange after it is bent.

In the drawings the numeral 1 designates the rim, which comprises an upper portion 2 and a lower portion 3, which portions are formed of sheet-steel and bent to shape. The lower portion 3 on each side is formed with inclined shouldered parts 4, from which extend upwardly-bent gutters 5. It will be noted that these gutters have considerable height, and their sides extend substantially vertical. The upper portion 2 is produced in the form of a ring and angular in cross-section. The lower ends of the ring or upper portion are bent inwardly to form inclined flanges 6, which rest upon and fit in the shouldered portions 4, as will be apparent

from Fig. 2. The ring is thus held against lateral displacement and suitably supported. It is also to be noted that the sides of the ring form the inner sides of the gutters 5 and that its upper surface is slightly dished or concaved to permit the ready placing of the tire. The upper and lower portions 2 and 3 after being assembled are brazed together, with the result that a rigid connection is had and a strong rim produced. This brazing fills in the corners and recesses, so that tight joints are provided and the liability of water and dirt entering between the parts obviated.

Heretofore it has been the practice to unite the upper and lower portions by bending one over the other, with the result that the gutters produced are shallow. It has also been the practice in producing this style of rim to form the beads or flanges from sheet-steel bent into shape, and the gutters being shallow the rounded part of the flanges was necessarily small, thus making it impossible to fit the turnbuckle without building up the gutters and grinding down the flanges.

In order to overcome this, I have provided the rim hereinbefore described, in which the gutters have considerable depth. These gutters receive annular split flanges 7, which are formed from solid steel in the shape shown in Fig. 3. The lower portions 8 of the flanges are afterward bent together, as shown in Fig. 4, with the result that an elongated opening 9 is formed in each flange, while its inner edge is rounded to readily fit the gutter. The flanges produced by this method have considerable height, so as to fit well into the gutter and receive the beads 10 of the tire. The adjacent ends of the transverse split portion of each flange receive plugs 11, which are brazed in place, together with the lower portions 8. These plugs fit snugly within the openings 9, and owing to the amount of stock provided screw-threaded openings may be formed in the plugs for the reception of the turnbuckle 12 without building up the gutters or grinding down the flanges, as the plugs have sufficient height to permit the screw-threaded openings to be formed entirely therein. Each of the gutters is cut out, as indicated at 13 in Fig. 1, to receive the turnbuckle 12 and permit access to the same.

What I claim is—

1. A vehicle-rim comprising a lower portion formed with shouldered parts and hav-

ing its sides bent to form gutters, an upper portion having inclined portions resting on the shouldered parts between the gutters, and removable flanges fitting in the gutters.

5 2. A vehicle-rim comprising a lower portion having its sides bent to form gutters, an upper portion resting on the lower portion, and removable flanges arranged in the gutters and having their tire-engaging portions formed solid from which extend portions bent together to exhibit in cross-section elongated vertical openings.

10 3. A vehicle-rim comprising a lower portion having its sides bent to form gutters, an

upper portion resting on the lower portion, 15 removable flanges arranged in the gutters and having their tire-engaging portions formed solid from which extend portions bent together to exhibit in cross-section elongated vertical openings, and plugs fitting 20 in said openings adapted to receive turn-buckles.

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

PETER EBNER.

Witnesses:

A. L. PHELPS,  
M. B. SCHLEY.