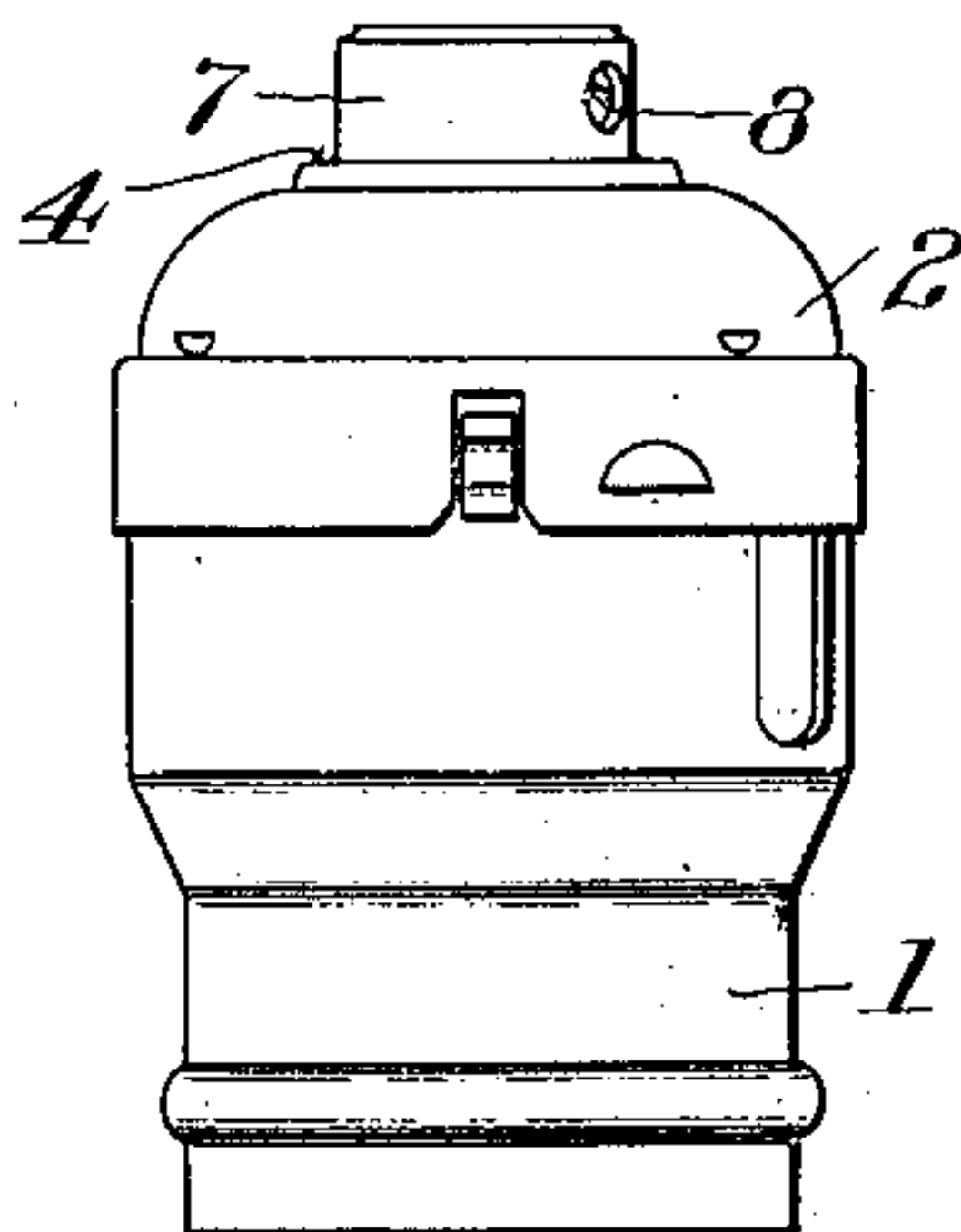


No. 877,326.

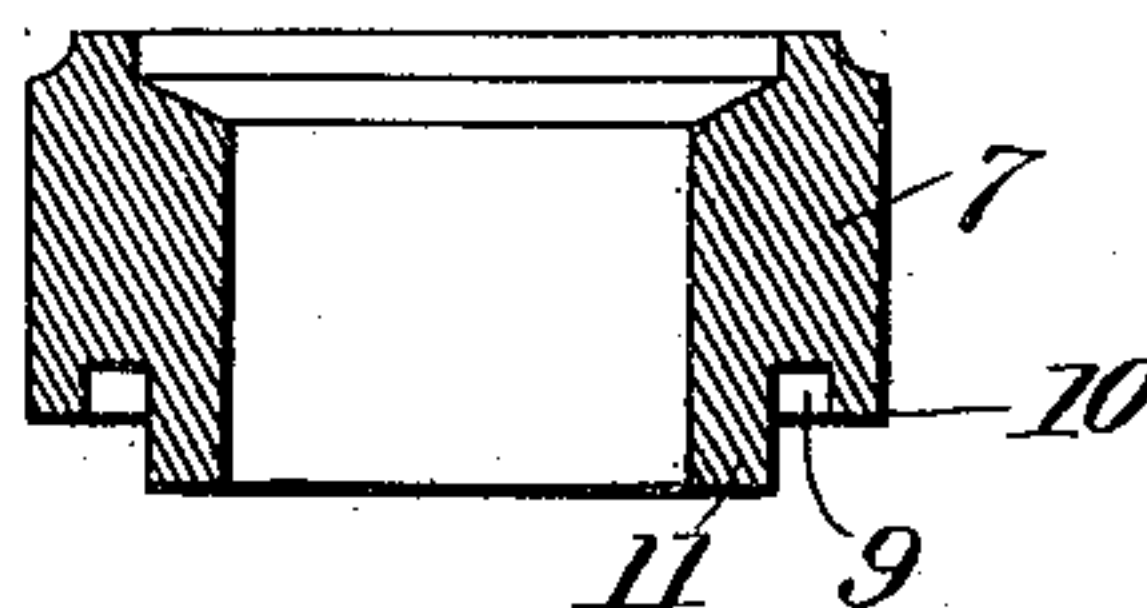
PATENTED JAN. 21, 1908.

J. H. GOSS.  
ELECTRIC LIGHT SOCKET CAP.  
APPLICATION FILED MAY 29, 1907.

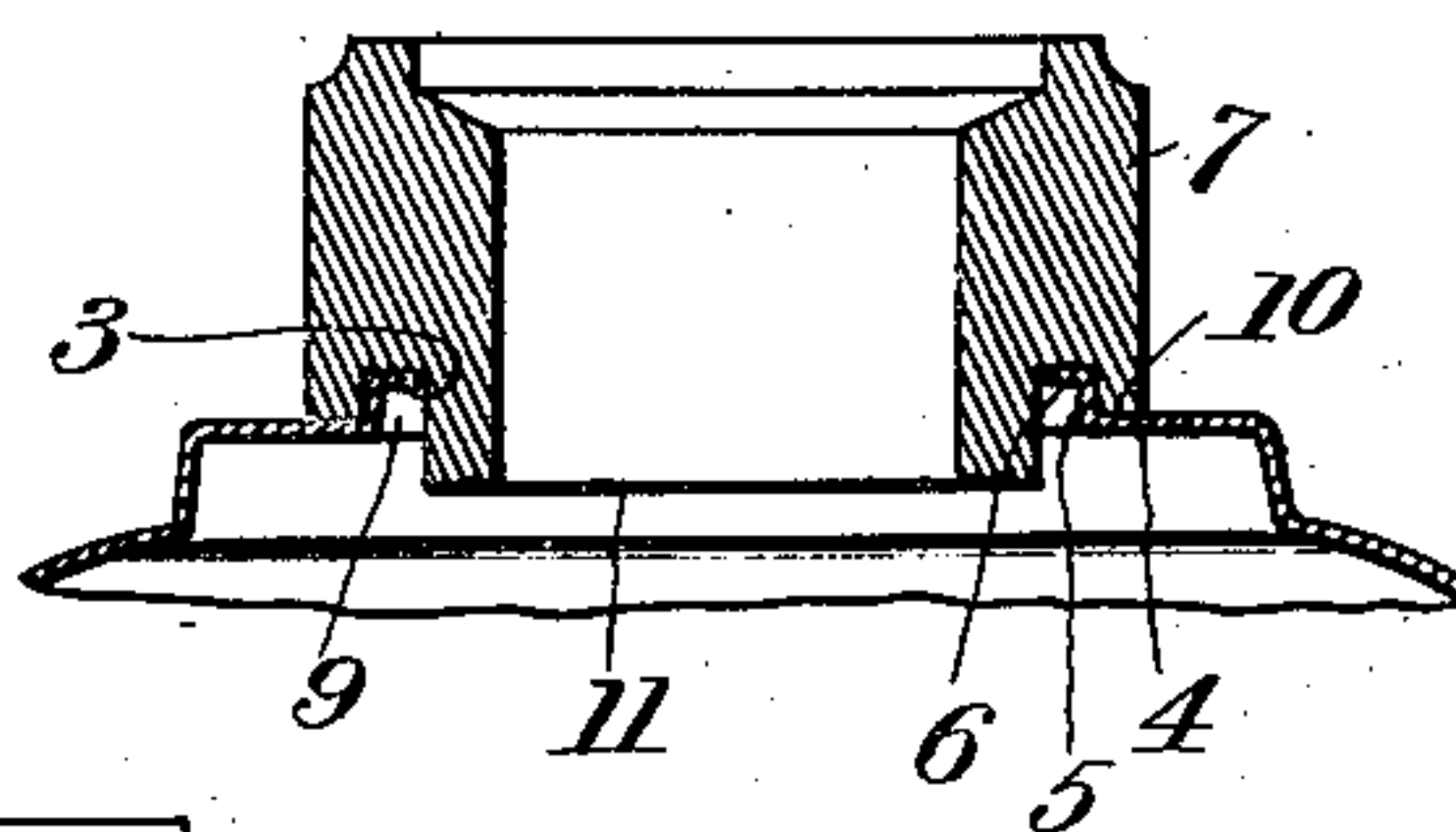
*Fig. 1.*



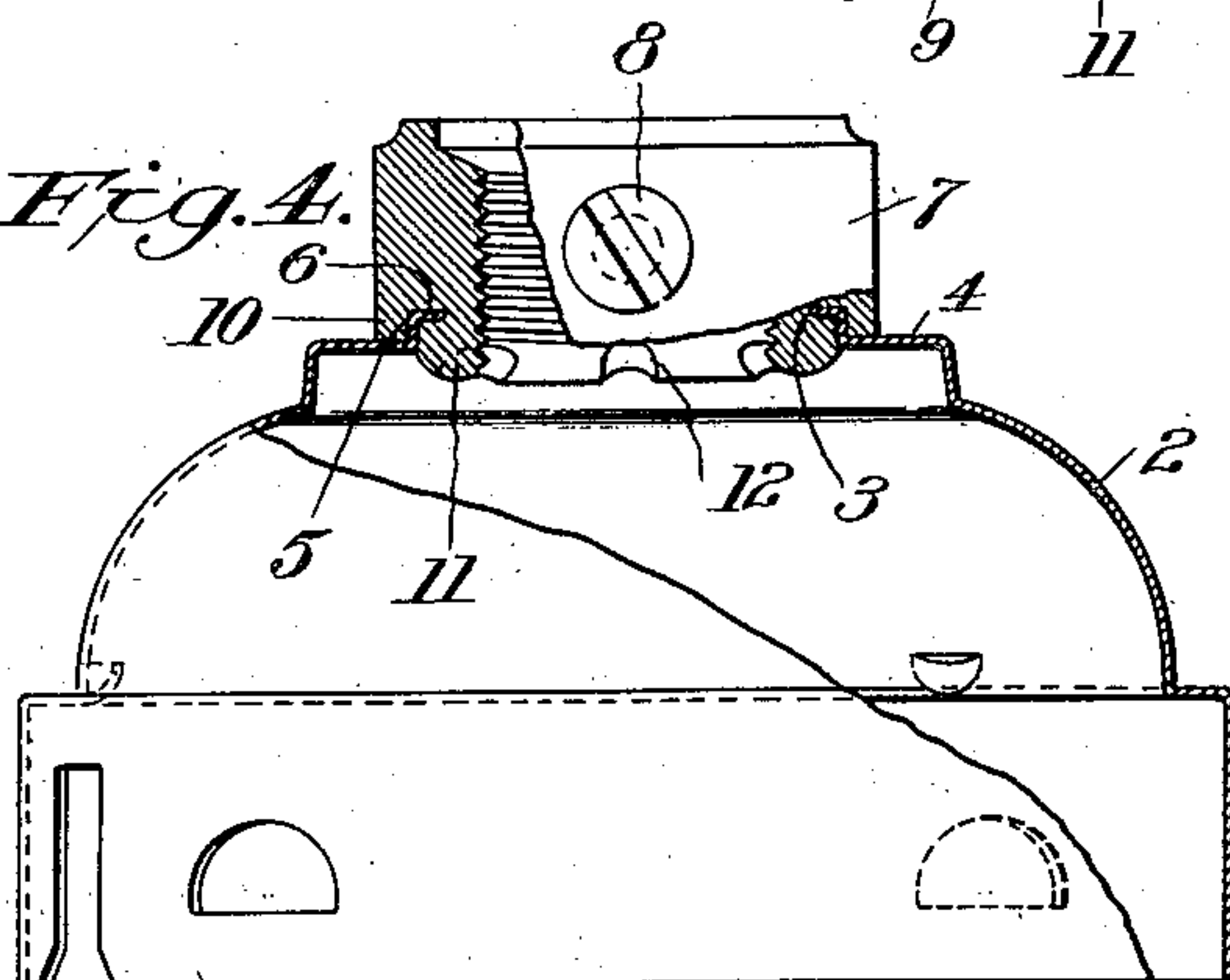
*Fig. 2.*



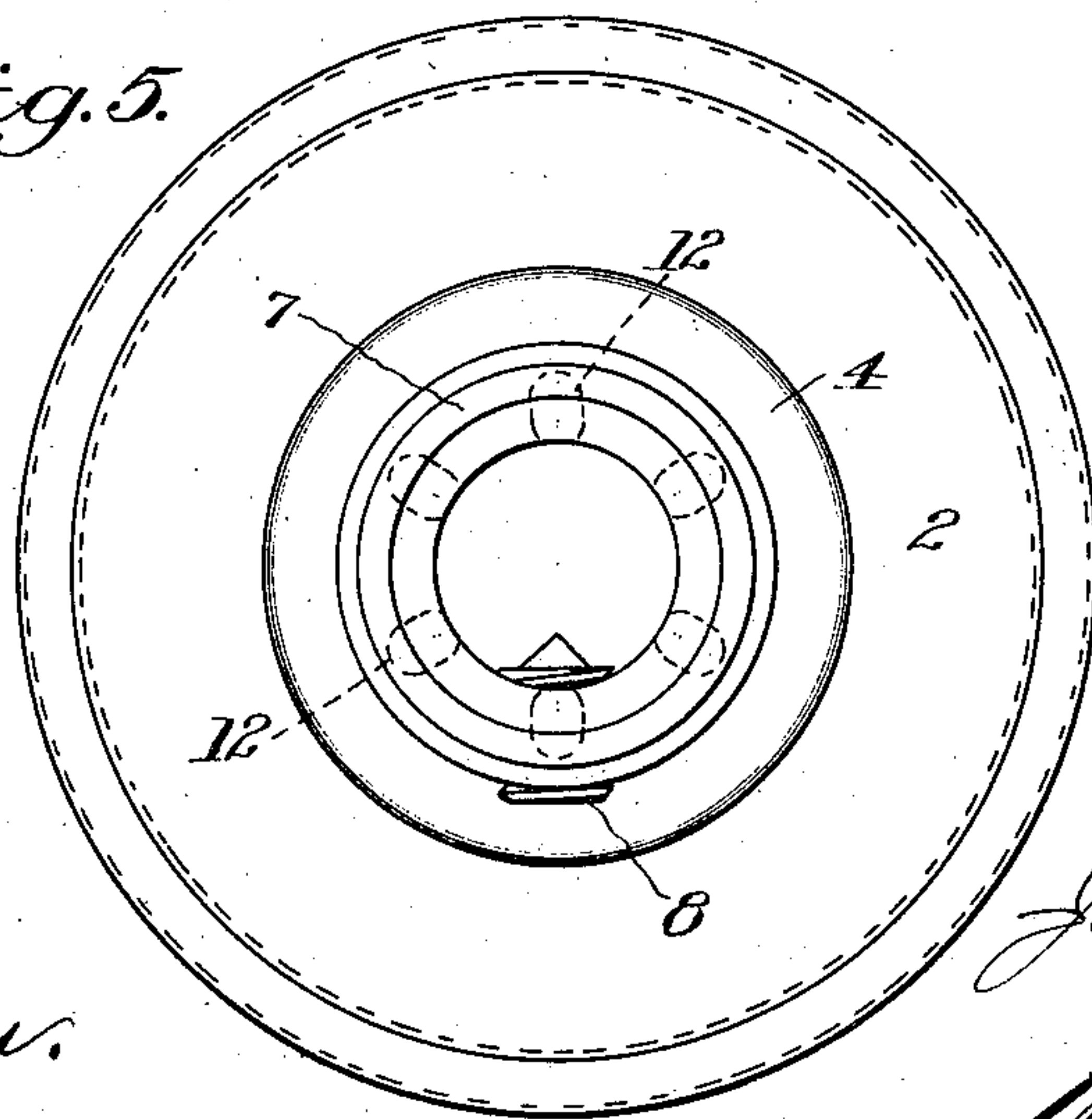
*Fig. 3.*



*Fig. 4.*



*Fig. 5.*



Witnesses

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# UNITED STATES PATENT OFFICE.

JOHN H. GOSS, OF WATERBURY, CONNECTICUT, ASSIGNOR TO SCOVILL MANUFACTURING COMPANY, OF WATERBURY, CONNECTICUT, A CORPORATION OF CONNECTICUT.

## ELECTRIC-LIGHT-SOCKET CAP.

No. 877,326.

Specification of Letters Patent.

Patented Jan. 21, 1908.

Application filed May 29, 1907. Serial No. 376,402.

*To all whom it may concern:*

Be it known that I, JOHN H. GOSS, a citizen of the United States, residing at Waterbury, in the county of New Haven and State of Connecticut, have invented a certain new and useful Improvement in Electric-Light-Socket Caps, of which the following is a full, clear, and exact description.

The object of this invention is to provide means for fastening hubs to the caps of electric light sockets in such way as to avoid the use of washers, afford a firm union between the hub and the cap, prevent the turning of the hub in the cap, reinforce the cap at the point of union with the hub, and give more room for the "knot" made by the connecting wires inside the cap, without increasing the outside measurements of the cap.

The invention is embodied in a cap having a double flanged opening, and a hub having a groove flanked by parallel flanges for co-operation with the double flange of the cap, all as now will be particularly described and then finally claimed.

In the accompanying drawings, illustrating the invention, in the several figures of which like parts are similarly designated, Figure 1 is an elevation of an improved form of snap-socket, the cap containing the present invention. Fig. 2 is a vertical section of the hub. Fig. 3 is a vertical section of the hub and the adjacent portion of the cap before the two are permanently united. Fig. 4 is a partial vertical section and elevation of a cap and hub permanently united. Fig. 5 is a top plan view of the hub and cap.

The socket 1 may be of any approved construction, and the cap 2 may be also of any approved construction, the socket and cap shown in Fig. 1 being of the snap-fastening variety.

As shown in Figs. 3 and 4, the cap 2 has the opening 3 provided with the horizontal seat 4, a vertical flange 5 and a horizontal flange 6, whereby the wall surrounding the opening is practically reinforced or stiffened.

The hub 7 is provided with the set-screw 8, as usual, but unlike the common hub, the lower edge of the hub is provided with a groove 9 flanked by a short outside wall 10 of about the height of the flange 5, and by a longer inside parallel wall 11 of a length considerably greater than the height of the flange 5 and the thickness of the flange 6 and

of such a length as to project well down into the cap through the opening therein.

When the hub is arranged upon the cap as indicated in Fig. 3, its flange 11 is clenched or expanded about the flanges 5 and 6 in such way as to slightly overlap the horizontal portion 4 of the cap, in order practically to embed the flanges 5 and 6 within the groove 9 and thereby make a very firm union of the cap and hub. In order to further prevent the turning of the hub within the opening 3, the clenched, expanded or upset flange 11 may be punched down at intervals, as indicated at 12. The hub is then screw-threaded and this screwthreading affords an excellent test of the strength of the union.

Since the edge of the opening of the cap is double flanged, it is thereby made stiffer and stronger and better able to take care of the strains imposed upon it, than if a single flange or no flange were used, and this strengthening is further augmented by the embedding of the flanges within the hub and by the fact that the outer wall 10 of the hub has both a vertical and horizontal engagement around the flanged opening, and the expanded flange 11 is expanded not only against the cap, but against its own outer wall 10 as a resisting element.

By the construction shown and described, a very simple, strong and efficient means is provided for uniting hubs to caps and preventing their turning and tearing out.

The invention is not limited to an electric light socket cap, although the invention is so entitled, but it is to be understood that the title is merely selected for a concrete example of an invention that is applicable to a great variety of articles where a relatively stout and solid hub or spud or nipple is applied to a comparatively thin sheet metal body portion.

What I claim is:—

1. An electric light socket cap, having an opening surrounded by a double flange, and a hub arranged in said opening and embracing the double flange on the outside of the opening and on the inside of said opening as well.

2. An electric light socket cap, having a double flange, and a hub grooved in one end and having said groove flanked on the outside and on the inside by walls between which the double flange of the cap is secured.



3. An electric light socket cap, having a double flange, and a hub grooved in one end and having said groove flanked on the outside by a relatively short wall and on the inside by a longer wall, the double flange of the cap being clamped within the groove and between the walls, to effect a rigid union of cap and hub.

4. An electric light socket cap, having a double flange, and a hub grooved in one end and having said groove flanked on the outside by a relatively short wall and on the inside by a longer wall, the groove receiving the double flange of the cap between its own walls and the longer wall expanded within the cap and about said double flange and toward the short wall, to effect a rigid union of the cap and hub and reinforce and strengthen the cap.

5. An electric light socket cap, having an opening therein, a horizontal seat surrounding said opening, a vertical flange rising from the edge of the opening and a horizontal flange at the top of the vertical flange, and a hub having a groove in its lower edge to receive the vertical and horizontal flanges of the cap and flanked by an outside wall resting upon the seat and an inside longer wall extending into the opening in the cap and expanded about the flanges and against the seat, to prevent turning and tearing out of the hub.

In testimony whereof I have hereunto set my hand this 27th day of May A. D. 1907.  
JOHN H. GOSS.

Witnesses:

HENRY FEHL,  
G. F. HODGES.