

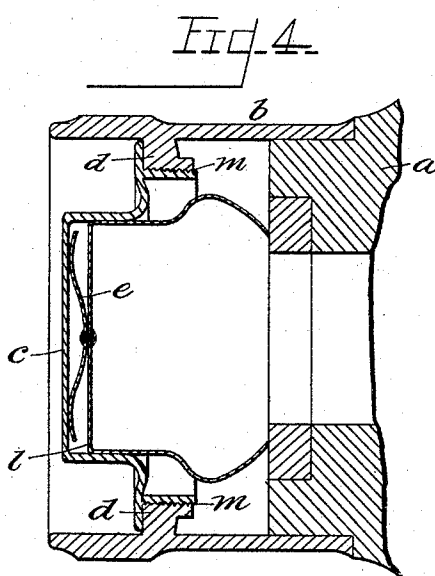
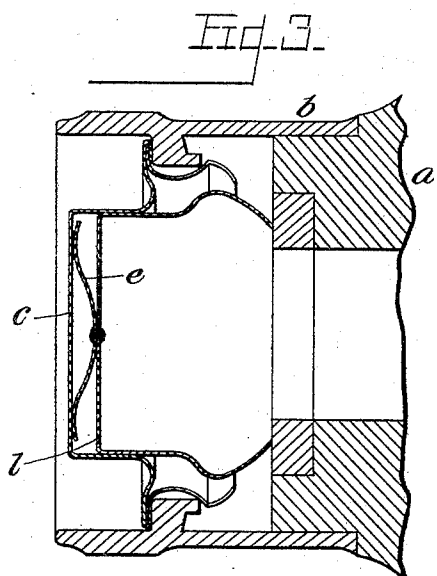
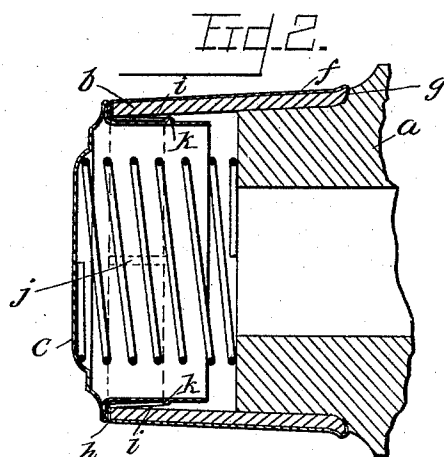
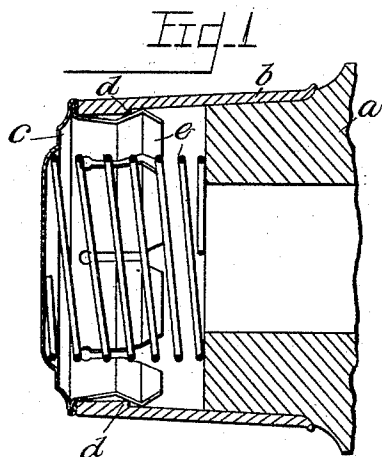
(No Model.)

J. MARIS.

DUST AND MUD CAP FOR VEHICLE HUBS.

No. 487,189.

Patented Nov. 29, 1892.



Witnesses:

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UNITED STATES PATENT OFFICE.

JARED MARIS, OF CINCINNATI, OHIO.

DUST AND MUD CAP FOR VEHICLE-HUBS.

SPECIFICATION forming part of Letters Patent No. 487,189, dated November 29, 1892.

Application filed April 12, 1892. Serial No. 428,862. (No model.)

To all whom it may concern:

Be it known that I, JARED MARIS, a citizen of the United States, residing in the city of Cincinnati, county of Hamilton, and State of Ohio, have invented a certain new and useful Improvement in Dust and Mud Caps for Point-Bands and Axle-Boxes for Vehicle-Hubs, for the purpose of keeping dust, mud, and water from the axle and oil from soiling clothing, of which the following is a specification.

My invention relates to improvements in dust and mud caps for point-bands for vehicle-hubs in which the caps are secured in position by means of a spring or springs and other collateral devices, hereinafter described, when inserted between the end of the hub and the dust and mud cap and pressing horizontally or in a line parallel, or nearly so, with the wall of the band against the cap and against the end of the hub or other obstruction that will sufficiently resist the force of the spring when compressed, so as to force the cap against an obstruction attached to the wall of the band to hold it in place.

I am aware that many devices have been used to hold dust and mud caps in place; but none, so far as I know, are of so universal practical application to all sizes and kinds of bands or can be made so cheaply. All caps that lock by the action of a spring or springs expanding and contracting against the inner walls of the band when acting in a contrary direction to the one I herein describe I hereby disclaim.

The object of this invention is to provide means for securing the caps in place and from rattling, and in most forms of applying it will not require the expense or inconvenience of a special tool to lock or unlock them. The process of accomplishing this is comprised in certain details of construction of parts, as will be hereinafter more fully set forth and described, and pointed out in the claims.

The process of manufacturing this article is as follows: Form either in cast or sheet metal by molding, spinning, or drawing in dies into any shape that will obstruct the admission of dust or mud into the thimble or band upon or adjacent to the axle-nut or end of axle-box, the band being supplied in mold-

ing or by means of attachments after being cast with an offset, abutment, or shoulder, against which the cap is placed on the side next or toward the end of the hub, which obstructions may be pins or lugs, but preferably a more extended abutment, which may have channels cut in them to admit lugs on the cap, which will act as locking-bolts to hold the caps in place when pressed by the horizontally-acting spring after being turned either to the right or left, of the slot or the cap may be inserted through a continuous collar or abutment by a screw-thread or by a spring or springs expanding behind, and the horizontal spring, acting in a line with the wall of the band or thimble would overcome any imperfection in the fitting of the spring that acts in the contrary direction and keep it from rattling.

It is well known that caps fastened by screws in the ordinary way, as shown in the accompanying drawings, are exceedingly liable to rattle and become lost, which difficulty is entirely overcome by the pressure of this spring attachment.

In the manufacture of this band and cap the spring may be a coil of wire reaching from the cap to the hub, or it may be located between an oil cup or reservoir and the cap or between the end of the hub and cap or against the axle-box, and may be of any material that is elastic enough to yield the desired pressure.

I do not confine myself to such material and forms as are named and shown specifically in the accompanying drawings, but claim whatever may come legitimately within the scope of my invention.

Figure 1 is a longitudinal section of the point-band and mud and dust cap when the band is on the hub and the cap locked in place, showing one form of my invention. Fig. 2 is a view in section of a band with cap in place of another form of my improvement in which the band is covered or partly covered by a sheet-metal case that is fastened to the wall of the band and shaped inside the band to form a shoulder or abutment to receive the dust and mud cap either directly or collaterally and against which the spring locks it securely. Fig. 3 is a form of my invention

adapted to large bands, the cap held in place by the use of cup to supply the axle-journal with oil and to keep the oil from injuring the hub and soiling clothes. Fig. 4 shows a form of my improvement in which the dust and mud cap is inserted by a screw and secured from rattling and becoming lost by the action of the spring against the screw-threads.

The hub *a*, band *b*, and cap *c*, Fig. 1, in combination, as shown, when supplied with abutment or shoulder *d* and spring *e* compose one form of my improvement.

f, Fig. 2, is the sheet-brass case or cover for the band *b*, which may be attached, as in the drawings, by being spun over the rear end at *g*, or spun into a groove or offset in the band at *h* and turned in to form an offset at *i*, the grooves *j j* forming a channel for the lugs *k k* on the dust-cap *c* to pass through to put the cap in place to lock with the spring *e* after being turned to either the right or left.

l, Fig. 3, is the oil-cup held by the hub *a* and cap *c* by the spring *e* over the axle-nut.

m m, Fig. 4, is the screw-thread in the offset or collar *d*, with oil-cup *l* and spring *e*, which bears against the cap and hub *a* and secures the cap from loss or rattling.

What I desire to claim as new and secure by Letters Patent is—

1. The combination, with a point-band for vehicle-hubs, having an offset, shoulder, or other abutment on its inner surface forward of the end of the hub when the band is in place, of a dust and mud cap inserted between the end of the hub and the offset, shoulder, or other abutment and a spring bearing against the end of the hub or other bearing at-

tached to or bearing against it and also bearing against the dust and mud cap to keep it in place by pressing it against the offset.

2. The combination, with a band and a sheet-metal thimble, the latter forming an offset inside the band, of a dust and mud cap adapted to engage said offset and a spring acting in a line with the wall of the band and between that part of the cap that bears against the offset formed by the thimble and the end of the hub, forcing it against the offset, substantially as set forth.

3. The combination, with a point-band, of a sheet-metal cover extending inside the band and so formed as to provide an offset on the inside of the band and supplied with a groove to allow the passage of the lugs on the cap behind the shoulder when turned either way of a dust and mud cap, substantially as set forth.

4. The combination, with a point-band, of a cap and an oil-cup when the cap and oil-cup are held in place by a spring acting substantially as set forth.

5. The combination, with a point-band, of a dust and mud cap when the cap is held by springs locking over a shoulder or offset and supported by a spring and oil-cup, substantially as set forth.

6. The combination, with a point-band dust and mud cap, of an oil-chamber when fitted into a thimble formed in the cap and supplied with a spring to hold it in place, substantially as set forth.

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Witnesses:

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