

(No Model.)

J. MARIS.

POINT BAND AND DUST CAP FOR HUBS.

No. 469,484.

Patented Feb. 23, 1892.

Fig. 1.

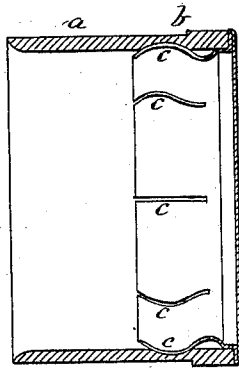


Fig. 2,

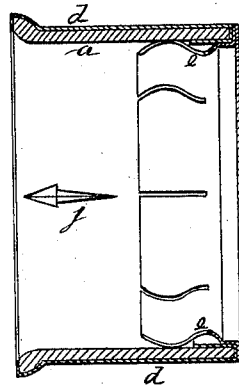


Fig. 3,

Fig. 4.

Fig. 5.

Fig. 6.

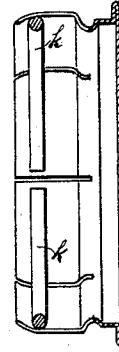
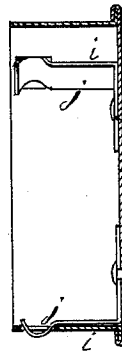
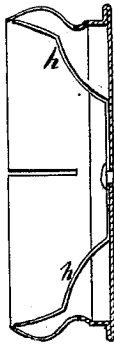
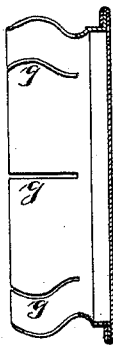
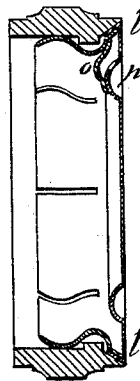


Fig. 7.



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POINT-BAND AND DUST-CAP FOR HUBS.

SPECIFICATION forming part of Letters Patent No. 469,484, dated February 23, 1892.

Application filed June 1, 1891. Serial No. 394,691. (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 for Vehicle-Hubs, 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 that are compressed inwardly when inserted in the band and are held in place by their outward pressure against the inner walls of the band or by expanding into a groove in the wall of the band or over a bead or any offset in the wall of the band.

I am aware that many devices have been used to hold dust or mud caps in place; but, so far as I know, they have been more complicated, costly, and difficult of adjustment than is this. All caps that lock by turning I disclaim.

The object of this invention is to provide means for securing the caps in place, so that they will not become loose or rattle when in use and can be put in place or removed without any special tool or tools for the purpose, almost any sharp tool thrust between the end of the band and flange of the cap being sufficient to remove it; also, to obviate the difficulties always attendant upon putting in place by any rotary motion—such as a screw, spring, or catch—that requires turning of the cap in order to lock or unlock it. The process of accomplishing this consists in certain details of construction of parts, as will be hereinafter more fully described, and pointed out in the claims.

The process of manufacturing this article is as follows: Draw in dies or spin out of sheet-brass or other sheet metal that will receive and hold electroplating a cup or tube one-half to one and a half inches deep. Then spin it over a chuck to harden it to give spring, shape, and size. Then cut slots in it from the open end to the groove and attach the whole to the cap. The formation of springs out of one piece is preferable, though they may be made separately in other forms, as shown in

the drawings. I do not confine myself to those named specifically in the accompanying drawings.

Figure 1 is a longitudinal section of the point-band and dust and mud cap when the cap is locked in place, showing my invention in one form. 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 by a sheet-metal case that is turned inside the end of the band to form an offset over which the springs lock to keep it in place. Fig. 3 is one form of my improvement, showing the cap ready to insert into the band. Fig. 4 shows cap in section with an additional reinforcing-spring. Fig. 5 is a view in section of a cap with two or more springs attached extending into its inner surface and a thimble extending into the band to closely fit against the walls to support the cap, having slots or holes through which the springs pass and press against the band. Fig. 6 is a view in section of a cap reinforced by an open wire ring. Fig. 7 is a longitudinal view of a section of heavy band and cap locked together, the cap being countersunk or let into the end of the band, also showing internal cap over the key-hole to keep out mud and water.

The band *a*, Fig. 1, is preferably provided with a groove or recess *b*, into which the springs *c c c c c* expand and lock the entire cap in place.

d d, Fig. 2, is the sheet-brass, or other sheet metal that will hold electroplating, formed into an envelope by drawing or spinning into shape and applied to the iron band, upon which it closely fits.

e e are the offsets formed by the envelope, over which the springs lock.

f is a barb used, preferably, but not necessarily, to keep the band in place on the hub.

g g g, Fig. 3, are slots cut in sleeve or thimble attached or formed with the same piece with the cap to form the springs.

h h, Fig. 4, is an additional spring to reinforce the springs that impinge on the walls of the band.

i i, Fig. 5, is the thimble attached to the cap, through or behind which the separate springs *j j* pass.

k k, Fig. 6, is the reinforcing spring-wire.

17, Fig. 7, marks the countersink or bevel, into which the cap enters flush with the end of the band.

5 o is a cap that covers the key-hole to keep out dust and water.

It is evident that slight changes in the details of construction might be resorted to without departing from the spirit of my invention. Hence I do not confine myself to
10 the exact construction shown and described, but consider myself at liberty to make such changes as fairly fall within the spirit and scope of my invention.

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

1. The combination, with a point-band having a shoulder or abutment formed on its inner surface near its outer end, of a dust and mud cap having locking-springs adapted to
20 engage said shoulder or abutment and be held in place thereby, substantially as set forth.

2. The combination of a point-band for vehicle-hubs and a dust and mud cap for same when the key-hole is covered to exclude the
25 dust and water, all substantially as set forth in these claims.

3. The combination, with a band and a sheet-metal case, the latter forming an offset, of a dust and mud cap having locking-springs adapted to engage said offset and be held in
30 place thereby, substantially as set forth.

4. The combination, with a band for vehicle-hubs, of a dust and mud cap having yielding flange or thimble and a spring located within
35 said flange or thimble for forcing the same outwardly, substantially as set forth.

5. The combination, with a band for vehicle-hubs, of a dust and mud cap having a slotted thimble and springs bearing against the inner
40 faces of the sections of said slotted thimble.

6. The combination, with a band for vehicle-hubs, of a dust and mud cap having a slotted flange or thimble and a spring carried by said
45 cap, with its ends engaging the inner faces of the sections of the slotted flange or thimble, substantially as set forth.

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Witnesses:

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