

(No Model.)

C. BUSWELL.
DUST EXCLUDER FOR VEHICLE HUBS.

No. 571,990.

Patented Nov. 24, 1896.

Fig. 1.

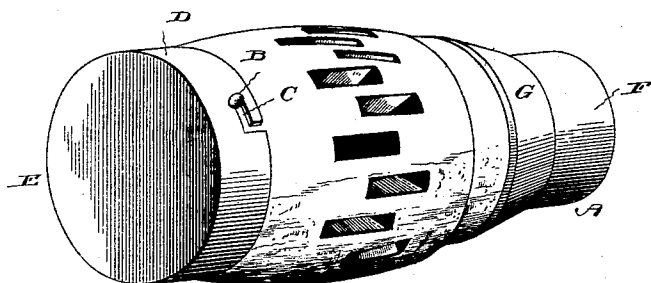
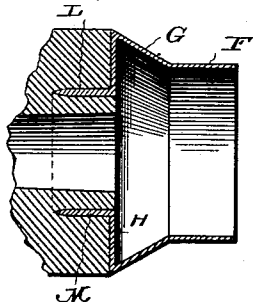


Fig. 2.



—Witnesses—

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By *D. P. Moore*
Att'y.

UNITED STATES PATENT OFFICE.

COLUMBUS BUSWELL, OF CAMDEN, MAINE.

DUST-EXCLUDER FOR VEHICLE-HUBS.

SPECIFICATION forming part of Letters Patent No. 571,990, dated November 24, 1896.

Application filed October 4, 1895. Serial No. 564,640. (No model.)

To all whom it may concern:

Be it known that I, COLUMBUS BUSWELL, a citizen of the United States, residing at Camden, in the county of Knox and State of Maine, have invented certain new and useful Improvements in Dust and Dirt Excluders for Vehicle-Hubs; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in dust and dirt excluders for vehicle-hubs; and the object of my invention is the provision of a device of this character which will possess merit in point of simplicity and inexpensiveness, which will not disfigure the hub to which it is applied, and which will be thoroughly practical for the intended purpose.

The invention consists of a dust and dirt excluder embodying novel details of construction, as clearly shown, described, and specifically defined by the claim.

Figure 1 represents a perspective view of a hub provided with my dust and dirt excluder, and Fig. 2 is a detail sectional view of the inner end of the hub and the inner cap thereon.

In the drawings the letter A designates a vehicle-hub in connection with which I employ my dust and dirt excluder, and on the outer end of the hub is provided the lugs or screws B, with which engage the bayonet or angle slots C, provided in the rim D of the hub-cap E. From this construction it will be seen that the cap can be easily applied and

detached from the outer end of the hub, but when applied cannot possibly become accidentally detached.

To the inner end of the hub is connected the other cap, which consists of the flange or rim F, which closely encircles or surrounds the axle and has formed integral with it the flaring rim G, and to this flaring rim and extending inward is the vertical ring or band H, which rests snugly against the inner face of the hub and is provided with the horizontally-disposed flange or rib M, which fits snugly in the annular groove or channel L in the inner end of the hub and forms a fastening and seal.

From the foregoing description, taken in connection with the drawings, it will be seen that I provide a simple and inexpensive device which can be easily applied to hubs without disfiguring their appearance and which is thoroughly efficient.

I claim—

The combination with the hub having the cap or cover secured to the outer end and having the annular groove or channel in its inner end, the cap having the horizontal flange to fit in said channel of the hub, the vertical band to rest against the face of the hub, and the flaring portion having the collar or flange for closely encircling the axle.

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

COLUMBUS BUSWELL.

Witnesses:

E. H. GOODALE,
W. V. FARNSWORTH.