

C. W. AMMERMAN.
Sand-Guard for Vehicle-Wheels.

No. 226,587.

Patented April 20, 1880.

Fig. 1.

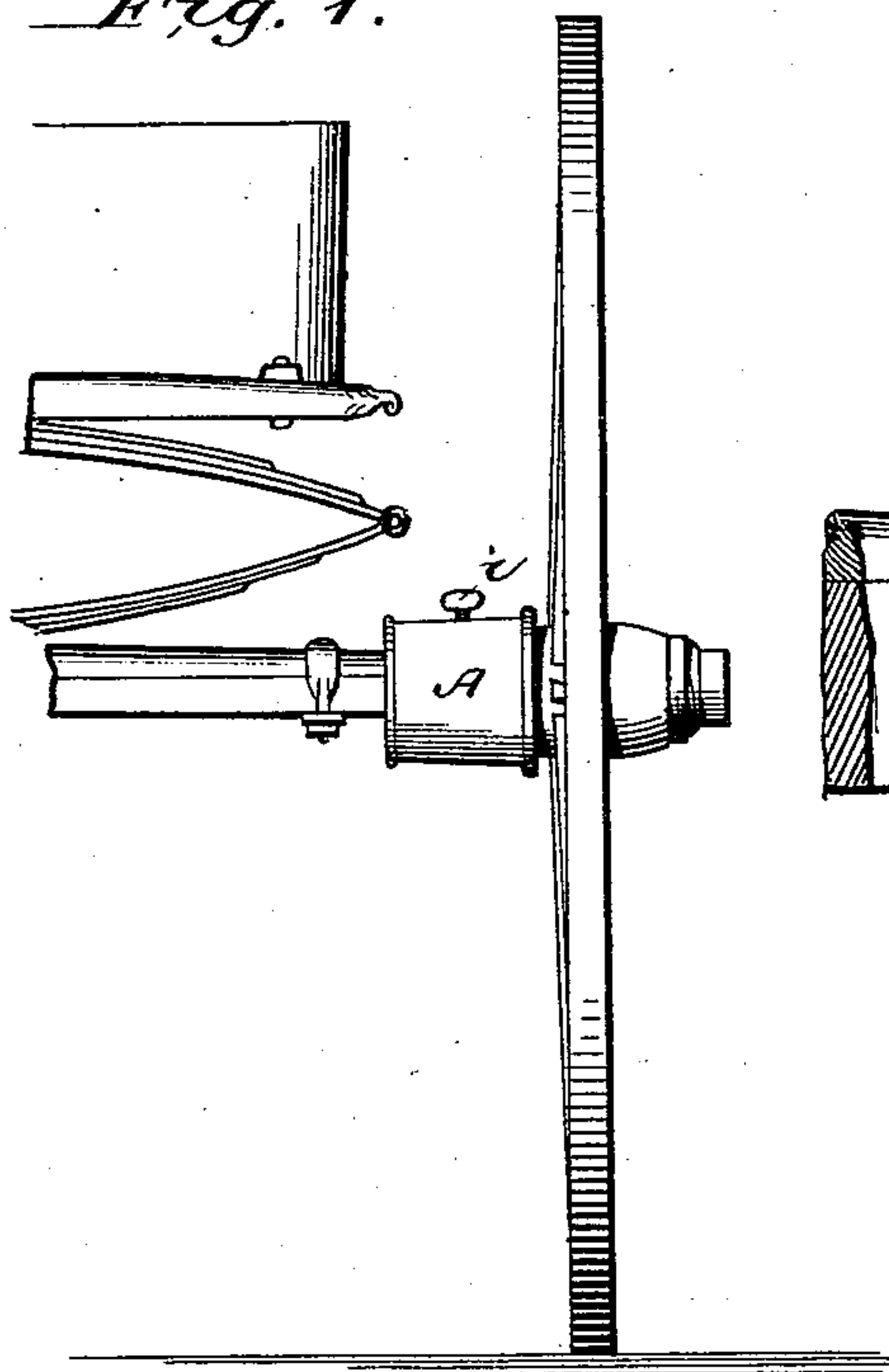


Fig. 2.

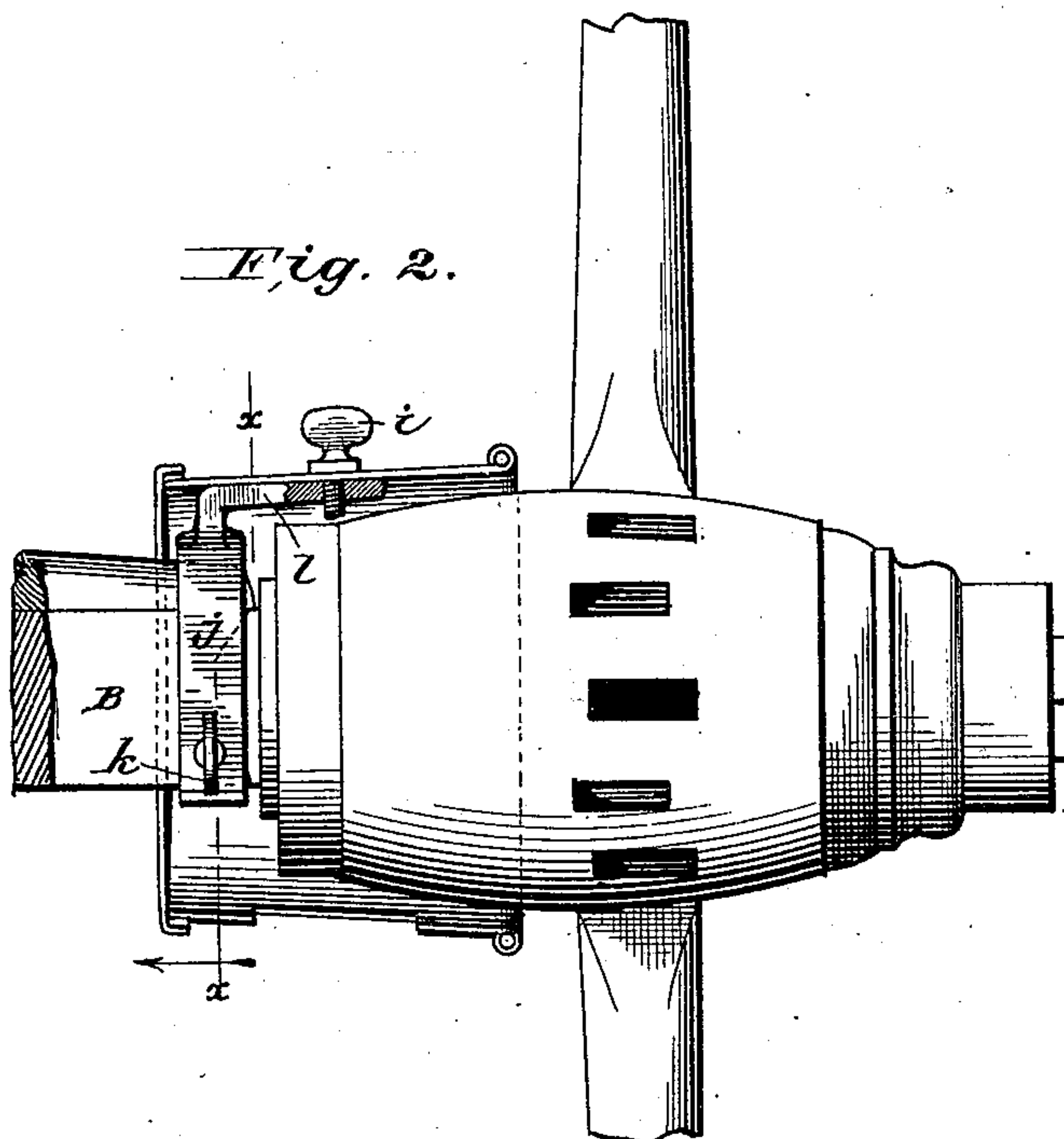


Fig. 5.

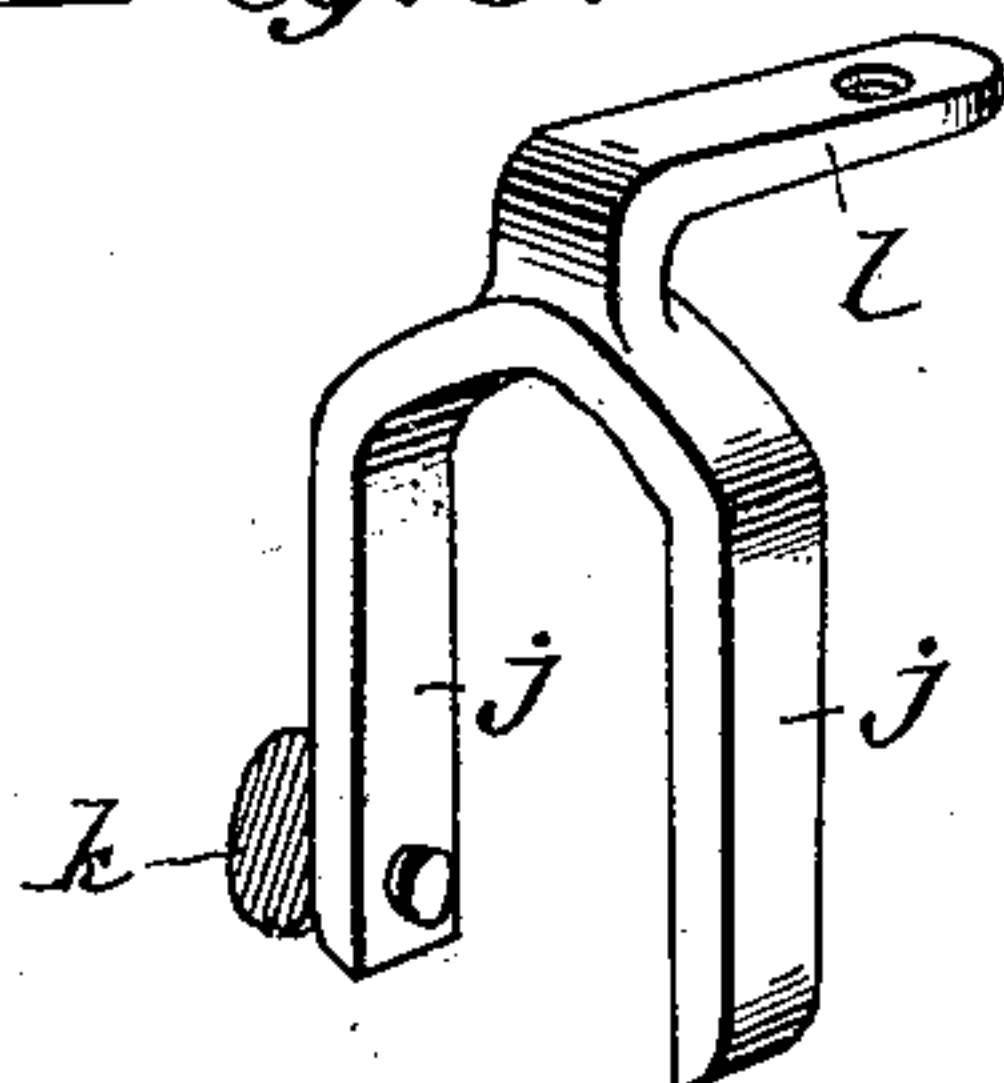


Fig. 3.

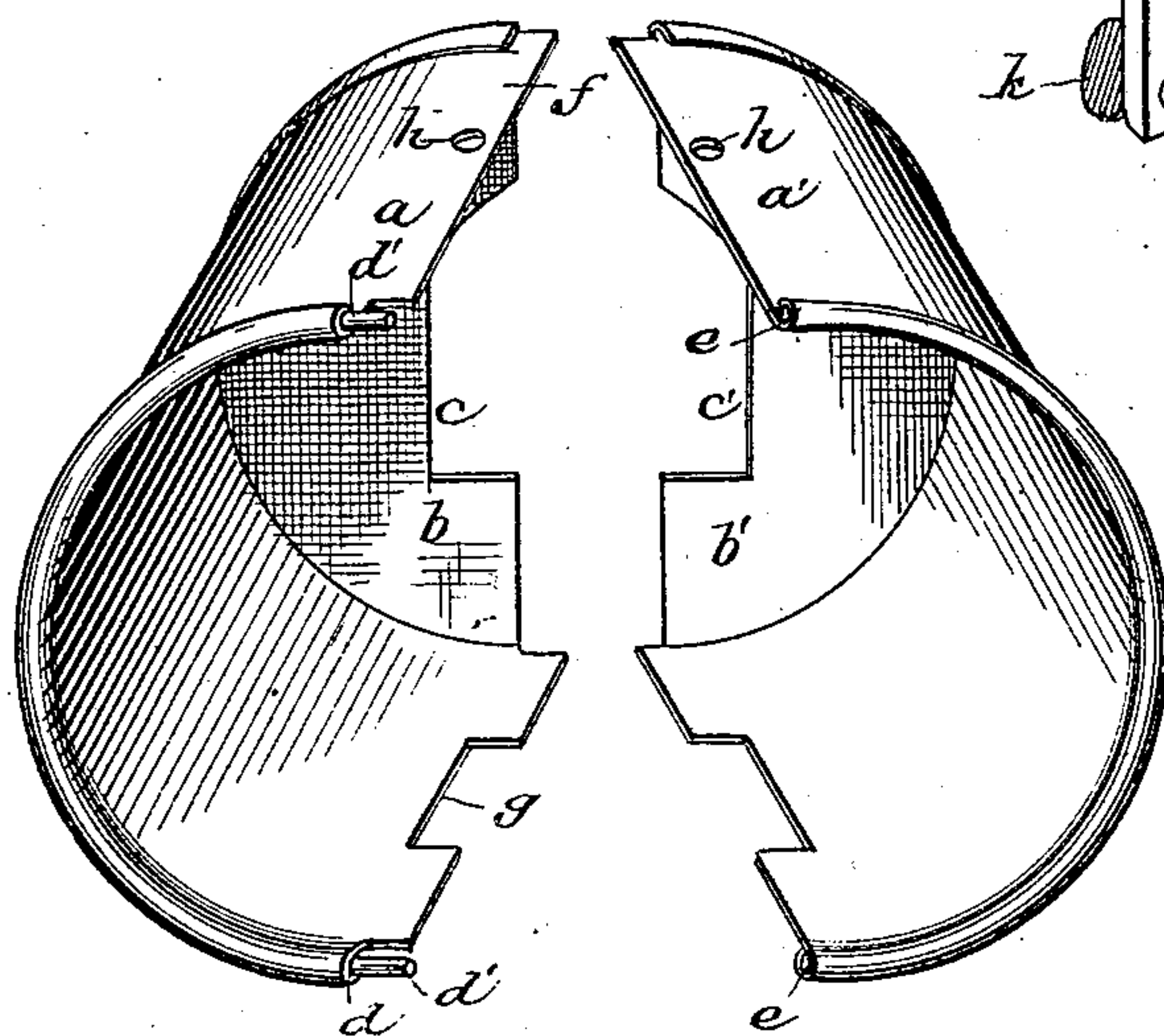
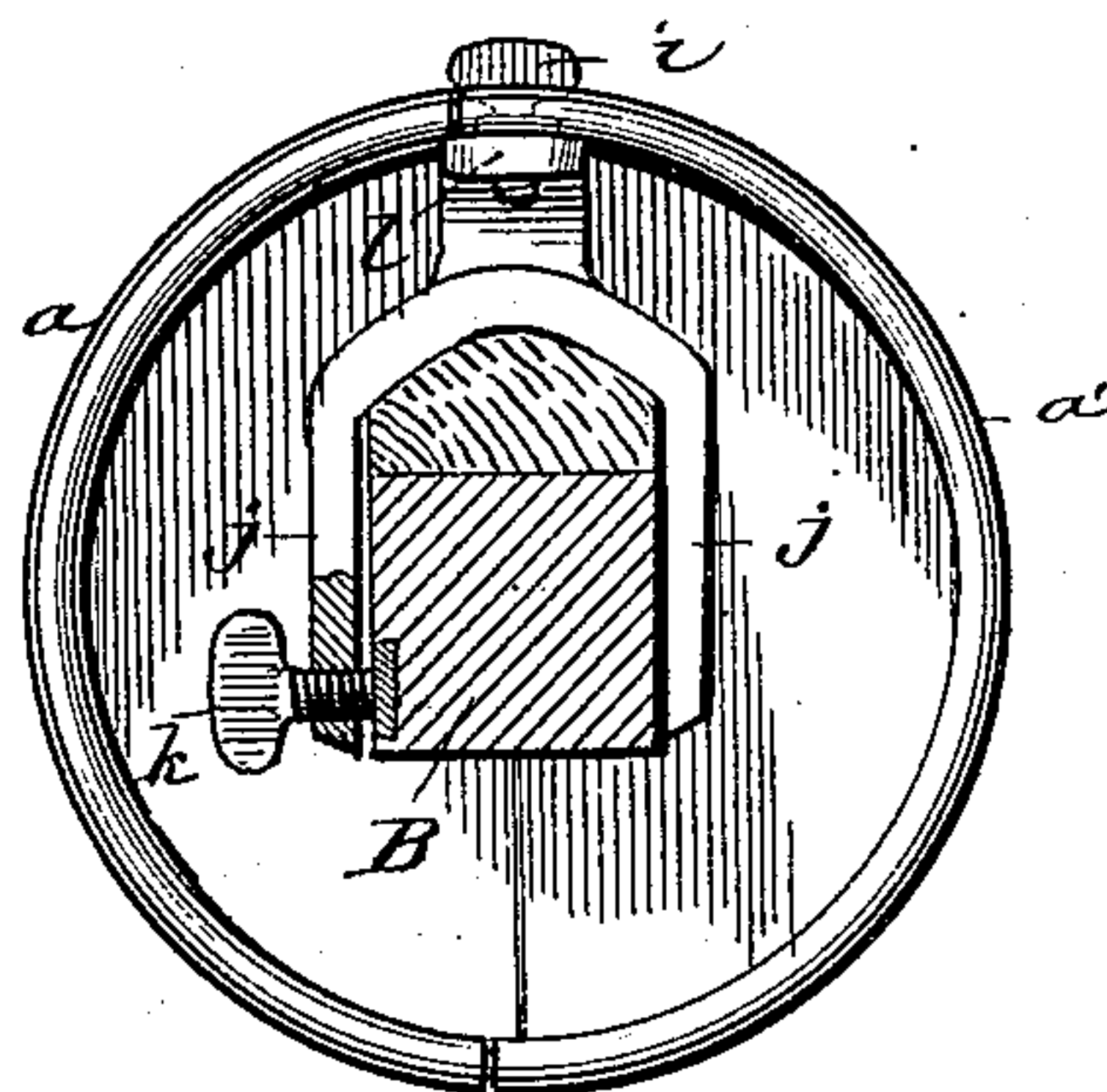


Fig. 4.



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CHARLES W. AMMERMAN, OF ORANGEVILLE, PENNSYLVANIA.

SAND-GUARD FOR VEHICLE-WHEELS.

SPECIFICATION forming part of Letters Patent No. 226,587, dated April 20, 1880.

Application filed February 19, 1880.

To all whom it may concern:

Be it known that I, CHARLES W. AMMERMAN, a citizen of the United States, residing at Orangeville, in the county of Columbia and State of Pennsylvania, have invented certain new and useful Improvements in Sand-Guards for Vehicles; 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, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

This invention relates to that class of devices whose object is to exclude mud, dust, and water from contact with and working into and wearing away the spindles of vehicle-axles.

The invention relates more particularly to a removable partible cap adapted to be applied upon an axle, so as to cover and protect the rear or inner end of the hubs of vehicle-wheels, as hereinafter specified and claimed.

In the drawings illustrating my invention, Figure 1 is an end elevation of a portion of a vehicle with my improved sand band or guard in place. Fig. 2 is a side elevation of the device applied, one-half being removed. Fig. 3 is a perspective view of the partible cap separated; Fig. 4, an inner elevation thereof applied to the axle, with the axle in cross-section; and Fig. 5 is a perspective view of the attaching device.

The cap A is composed of two sheet-metal shells, *a a'*, forming, when united, a longitudinally-divided flaring or conical tube, with flanges *b b'*, projecting inward at right angles from the smaller end, said flanges being cut away at *c* and *c'* sufficiently and in shape to embrace the axle B. The larger ends of these shells *a a'* are turned over strengthening-wires *d*, after the tinsmith's manner of wiring hollow ware, and so that portions *d'* thereof extend from one shell, and sockets *e* are formed in the other, into which the said portions *d'* are adapted to enter to unite the two shells. Said shells are also made with overlapping lips *f*, to form a tight joint when the two are united.

In the lowermost portion of these shells re-

cesses are made, which combine, when the parts are united, to form a slot, *g*, to permit the escape of any foreign matter that accidentally enters the cap. Holes *h h* are made in the shells to admit a fastening device, *i*.

j is a forked arm, adapted to straddle the axle, and secured thereupon by a screw, *k*. This arm or clamp has a projection, *l*, with a screw-socket therein, to receive a screw, serving as the fastening device, *i*, by means of which the shells forming the cap may be securely attached in the rear of and to cover the inner end of a wheel-hub, as shown.

The device is applied by first clamping the arm *j* upon the axle, with its projection *l* extending over the end of the hub. The shells *a a'* are then placed one on either side of the hub, with the flanges *b b'* in rear of the clamp, so as to inclose it. The edges of said shells are then united by the insertion of the wire ends *d'* of one shell in the sockets *e* of the other, so that the lips *f* shall overlap. The screw *i* is then passed through the holes *h* into the socket in the projection *l* of the clamp, when the guard is ready for use. This guard may be applied to any vehicle without specially-devised hub-bands. It may be of sheet or cast metal, and ornamented, as by silver or nickel plating, or otherwise.

Having thus fully described my invention, what I claim is—

1. A mud, dust, and water guard for wheels, composed of partible shells adapted to embrace the axle and rear end of a wheel-hub, in combination with a forked arm, *j*, provided with projections *l* and a set-screw, substantially as described.

2. The shells *a a'*, provided with projections *d'* and sockets *e*, respectively, and with overlapping lips, in combination with fastening devices, substantially as described.

3. The forked arm *j* and its projection *l*, in combination with a dust cap or guard, substantially as and for the purpose described.

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

CHARLES W. AMMERMAN.

Witnesses:

M. S. HAYHURST,

J. J. YOCUM.