

(No Model.)

W. H. BOWE.
POINT BAND FOR HUBS.

No. 437,748.

Patented Oct. 7, 1890.

FIG 1

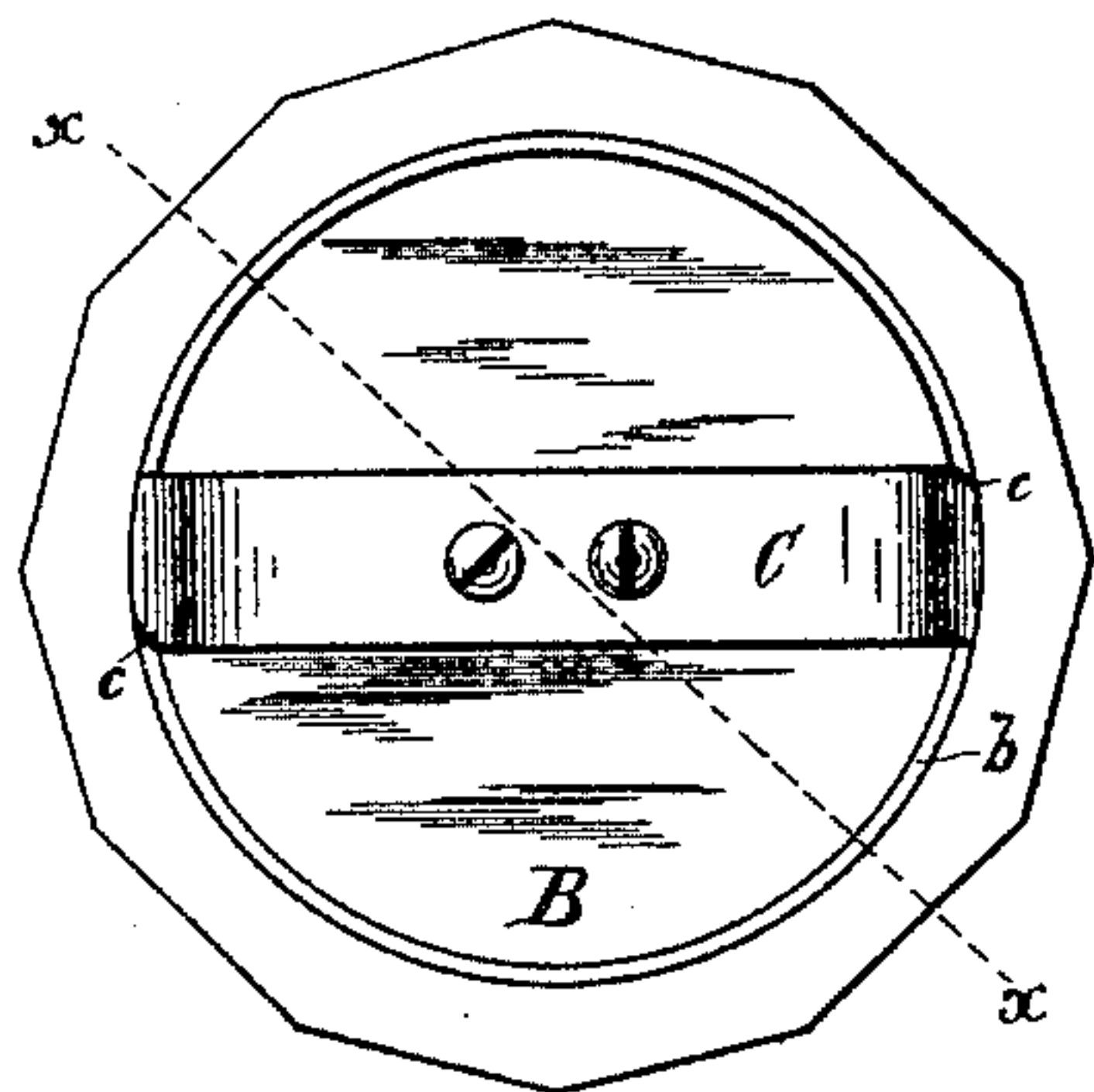


FIG.2.

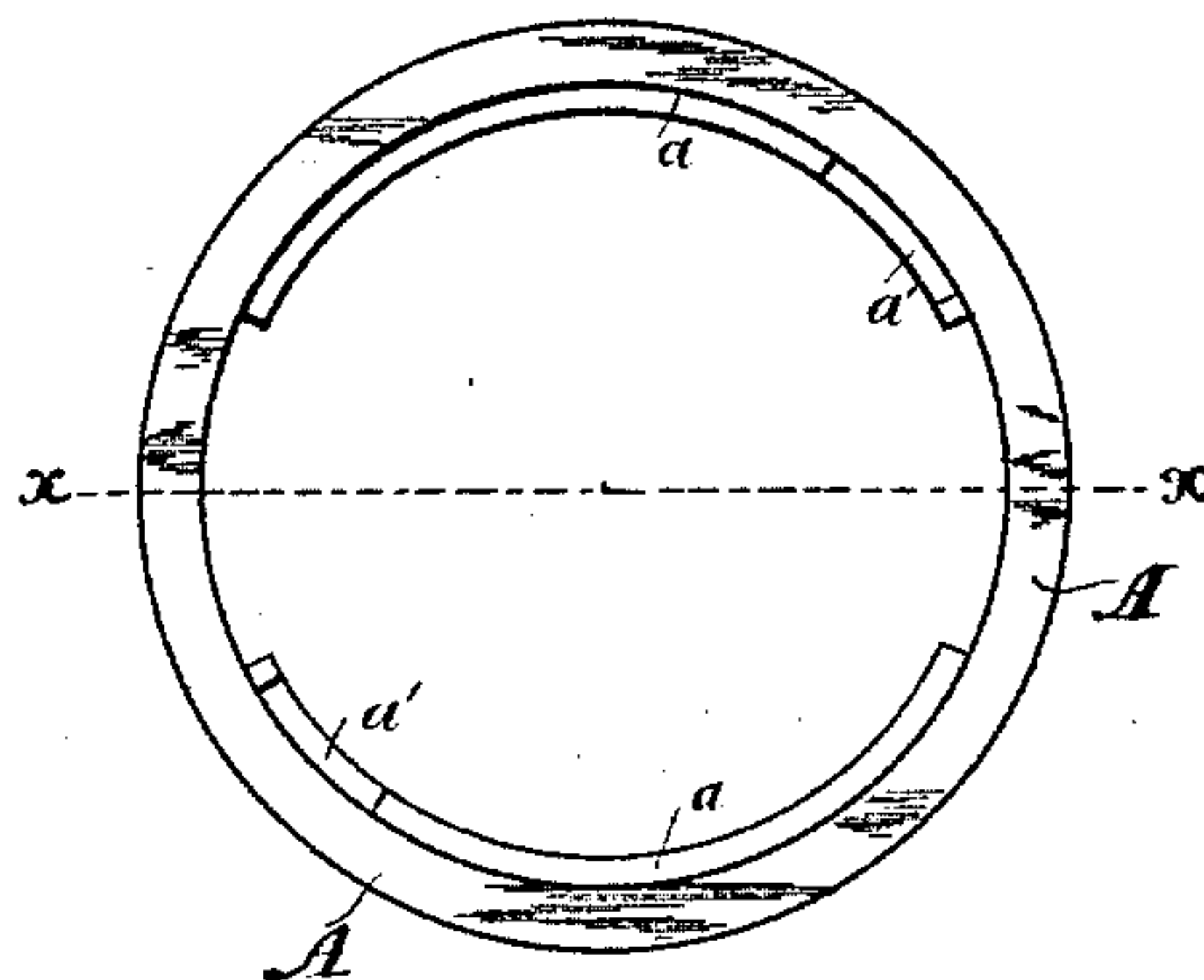
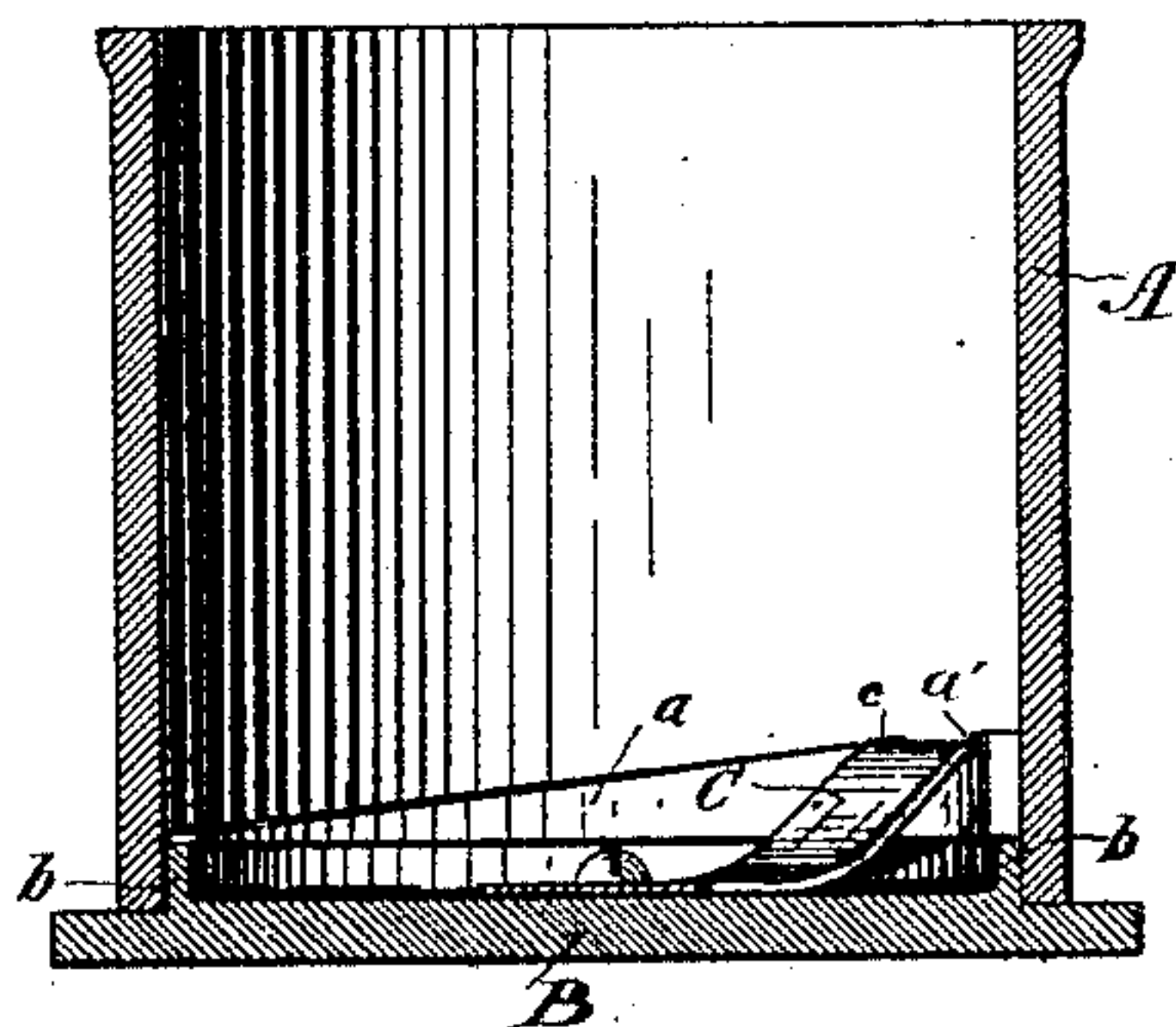


FIG.3.



Witnesses

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Inventor

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UNITED STATES PATENT OFFICE.

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POINT-BAND FOR HUBS.

SPECIFICATION forming part of Letters Patent No. 437,748, dated October 7, 1890.

Application filed July 18, 1890. Serial No. 359,223. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. BOWE, a citizen of the United States, and a resident of Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Pointed Bands for Hubs, of which the following is a specification.

The object of my invention is to provide an improved means for uniting a cap to a point-band for hubs, whereby the cap may be readily attached, securely held in place without rattling, and readily removed when desired.

In the accompanying drawings, in which like parts are indicated by similar reference-letters wherever they occur throughout the different views, Figure 1 is an inside plan view of the band-cap. Fig. 2 is an end view of the point-band, taken from the inner end, the cap being removed from the opposite end. Fig. 3 is a diametrical section of the band and cap attached, taken on line *xx*, Figs. 1 and 2.

The band A has interior ribs *a* upon opposite sides, the inner edges of which are spirally inclined and notched at *a'*, while the outer edges are parallel with the end of the band.

The cap B has an inwardly-projecting circumferential flange *b*, which snugly fits within the end of the hub-band, and when the cap is in position, as seen in Fig. 3, rests upon the edge of the ribs *a*, while the inner face of the cap, which projects laterally beyond the flange, rests upon the edge of the band A. The perimeter of the cap is formed angular, as seen in Fig. 1, for convenience in placing or removing the cap.

To the center of the inner face of cap B is secured a flat metal spring C, the free ends of which extend outwardly over the edge of the flange *b*, and are bent away from the face of the cap a sufficient distance to extend slightly beyond the feather-edge of the rib *a* when the cap-flange is pushed into the hub-band, so that by turning the cap nearly half a revolution the ends of the spring will ride up the inclined edges of the ribs *a* until they snap into the notches *a'*. The cap is thus drawn inward and firmly seated and held to

its seat by spring-pressure sufficient to prevent rattling and firmly locked in place by the spring ends being seated in the notches *a'* in ribs *a*. The following corners of the spring C are turned outwardly from the cap, as seen at *c*, thus forming a slightly-inclined edge upon the following ends of the springs. The purpose of these bends is to enable the ends of the springs C to ride over the edge of the notches *a'* when sufficient force is applied to the angular rim of the cap B, either by hand or wrench, to turn the cap to remove it.

After the wheel provided with my point-band has been placed upon the axle and the axle-nut tightened to place, the cap B is placed in position by passing the ends of the springs C through the spaces between the inclined ribs *a*. The cap is then turned until it is stopped by the ends of the springs snapping into the notches *a'* in the ribs *a*. The cap is removed by turning it in the opposite direction until its further revolution is arrested by the spring ends striking against the thick ends of the ribs *a*.

The wedge-shaped ribs *a* are preferably cast integral with the point-band; but they may be made separately and secured in any well-known manner.

What I claim is—

1. The combination of a point-band A, having interiorly-arranged inclined ribs *a*, notched at *a'*, the cap B, having interior flange *b*, and the flat spring C, having its ends inclined away from the face of the cap to engage the inclined inner edge of the said rib *a*, substantially as shown and described.

2. The combination, substantially as hereinbefore set forth, of the point-band A, having inclined interior ribs *a*, set back from the end of the point-band and notched at *a'*, the cap B, having flange *b*, to fit within the hub-band and rest upon the outer edge of the rib *a*, and the spring C, centrally secured to the cap, having its free ends extending over the edge of the flange *b* and its following ends turned at *c*.

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Witnesses:

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