

No. 678,253.

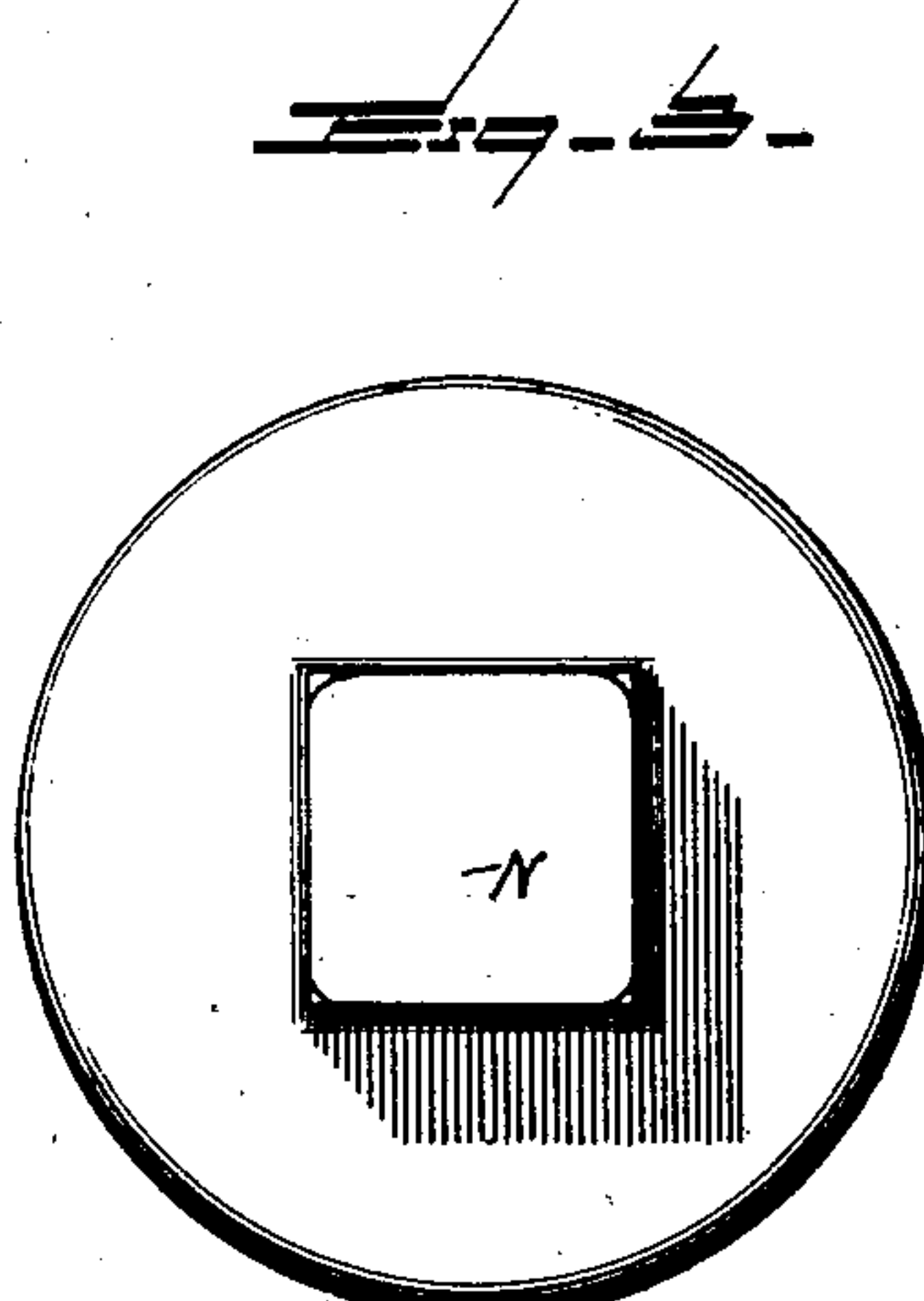
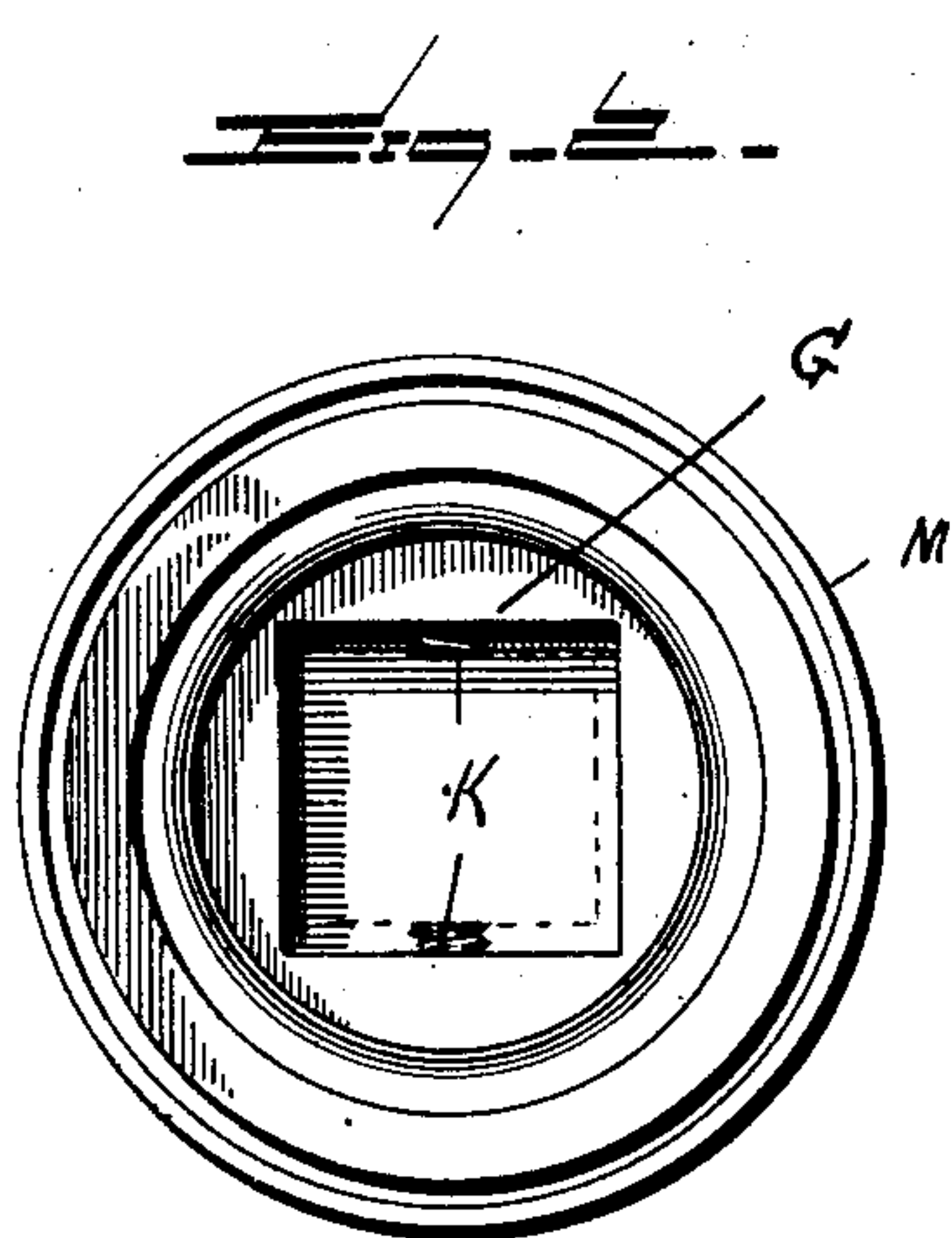
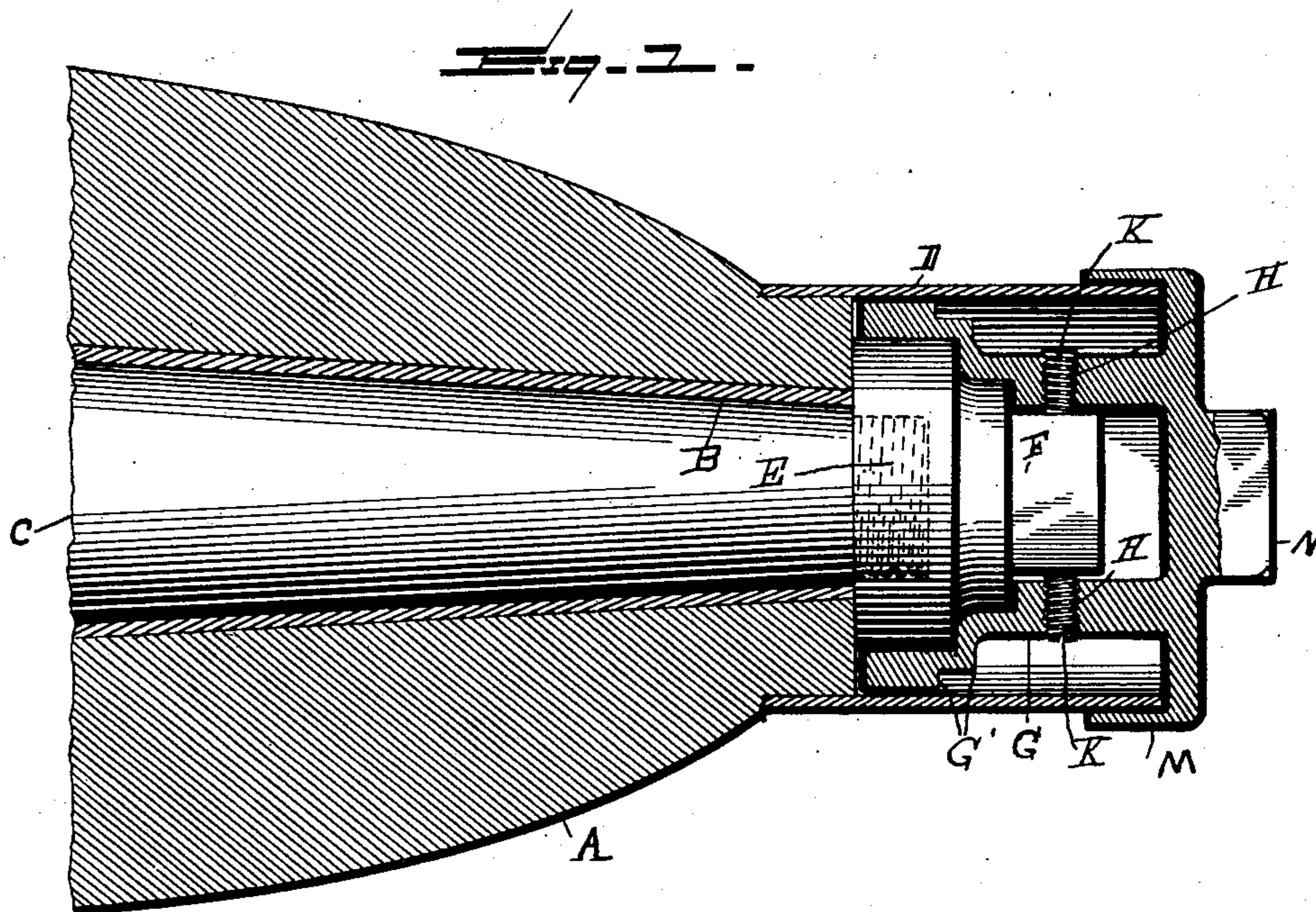
Patented July 9, 1901.

W. F. HAYDEN.

DUST CAP AND OIL GUARD FOR VEHICLE AXLES.

(Application filed Apr. 6, 1901.)

(No Model.)



WITNESSES:

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UNITED STATES PATENT OFFICE.

WILLIAM F. HAYDEN, OF STATE CENTER, IOWA.

DUST-CAP AND OIL-GUARD FOR VEHICLE-AXLES.

SPECIFICATION forming part of Letters Patent No. 678,253, dated July 9, 1901.

Application filed April 6, 1901. Serial No. 54,698. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM F. HAYDEN, a citizen of the United States, residing at State Center, in the county of Marshall and State of Iowa, have invented certain new and useful Improvements in Dust-Caps and Oil-Guards; and I do 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 the letters of reference marked thereon, which form a part of this specification.

This invention relates to new and useful improvements in dust guards and caps for preventing the escape of lubricant on axles of vehicles; and it consists in the provision of two caps, one fastened within the other, the inner of said caps being provided with flanges, which are adapted to be held adjacent to the end of the box of a wheel, which inner cap is designed to be held by set-screws on opposite sides of the axle-nut, while the outer cap, provided with a wrench-hold, is of larger diameter than the end of the outer portion of the hub and adapted to telescope over same to prevent dust from entering the end of the hub and coming in contact with the bearing portions of the axle and hub.

My invention will be hereinafter more fully described and then specifically defined in the appended claims, and is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form part of this application, and in which drawings—

Figure 1 is a longitudinal central vertical section through a portion of the hub of a vehicle-wheel and through my guard-cap secured to the axle-nut, and Fig. 2 is a view looking into the cap. Fig. 3 is an outside end view of the cap.

Reference now being had to the details of drawings by letter, A designates the hub of the wheel, B the boxing, and C the end of the axle, which is journaled in said boxing.

D designates the cylindrical hub-band, which is secured to the hub and projects beyond the outer end of the boxing and the axle, as is ordinary in the construction of vehicle-wheels. The end of the axle is provided

with the usual contracted threaded portion E to receive the axle-nut F. The double-flanged cap comprising my invention consists of the body portion G, which has a double angle-flange G', which flange is adapted to fit over the flange of the axle-nut and the outer end of the hub B. The opposite walls of the body portion G are apertured, as at H, the walls of said apertures being threaded, said apertures adapted to receive the threaded set-screws K, which have their inner ends tapering, and said set-screws, after being screwed through the threaded apertures in body portion G, designed to engage with their tapering ends the axle-nut F on opposite sides thereof, thereby securely holding the cap to the axle-nut.

Secured to or integral with the outer end of the cap G is a flange M, which is of larger diameter than the cylindrical band D and adapted to telescope over the same, and integral with the outer face of the cap M is an integral nut N, to which a wrench may be applied for the purpose of attaching the flange to the axle or removing same.

In applying the device the set-screws in the inner cap are screwed into the holes or recesses in opposite faces of the axle-nut before the nut is secured to the end of the axle. It will be seen from the foregoing that the axle-nut and the inner portion of the cap which has been secured thereto are fastened to the axle by means of the wrench, which is applied to the integral nut N on the outer end of the cap, and when the parts are adjusted in place the inner angular flange of the cap G will contact with the outer end of the hub and prevent escape of the lubricant, while the flange M, which telescopes over the outer end of the hub, will effectually prevent sand or other foreign matter from coming in contact with the bearing-surfaces between the axle-boxing.

Having thus described my invention, what I claim to be new, and desire to secure by Letters Patent, is—

1. A dust-cap and oil-guard, comprising in combination with an axle, nut, hub, hub-band and boxing in said hub, a cap, having its inner end angled and detachably held over said nut, and against the end of the hub, and the flange at the outer end of the cap telescoping over the hub-band, as set forth.

2. A dust-cap and oil-guard, comprising in combination with an axle, nut, hub, hub-band and boxing, a cap having an angled flange at its inner end, threaded apertures opposite
5 each other in the wall of the body portion of said cap, set-screws mounted in said apertures and having their inner ends engaging the opposite faces of said nut, the flange on the outer end of the cap telescoping over said band, and

an integral nut on the outer end of said cap, 10 whereby the axle-nut may be fastened to the axle, as set forth.

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

WM. F. HAYDEN.

Witnesses:

F. M. LINN,

M. J. DOAN.