

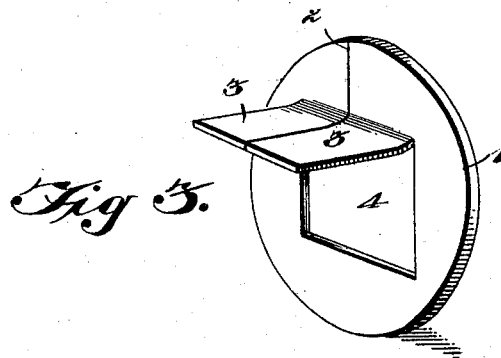
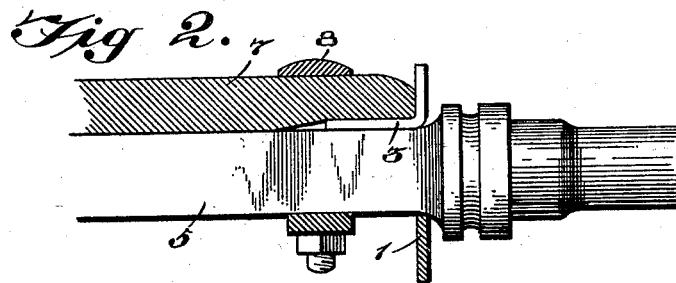
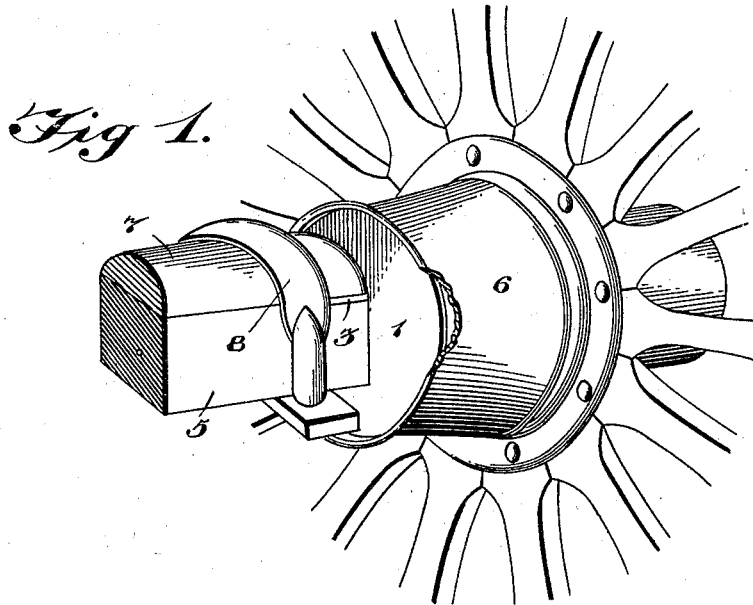
No. 647,518.

Patented Apr. 17, 1900.

F. H. POTTER.
SAND GUARD FOR VEHICLE AXLES.

(Application filed Jan. 17, 1900.)

(No Model.)



Witnesses

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UNITED STATES PATENT OFFICE.

FRIEND H. POTTER, OF READING, MICHIGAN.

SAND-GUARD FOR VEHICLE-AXLES.

SPECIFICATION forming part of Letters Patent No. 647,518, dated April 17, 1900.

Application filed January 17, 1900. Serial No. 1,776. (No model.)

To all whom it may concern:

Be it known that I, FRIEND H. POTTER, a citizen of the United States, residing at Reading, in the county of Hillsdale and State of Michigan, have invented a new and useful Sand-Guard, of which the following is a specification.

This invention relates to sand-guards for vehicle-wheels, and has for one object to provide an improved device of this character for application to the inner end of a hub, so as to effectually exclude foreign matter from entering the bearing. It is furthermore designed to provide for applying the device without entirely removing the wheel and to secure the guard in place without any additional fastening means other than that afforded by the usual axle-clip, and finally to form the device in a single piece, so that there may be no danger of looseness of the parts and to insure a proper fit of the guard to the inner end of the hub.

With these and other objects in view the present invention consists in the combination and arrangement of parts, as will be hereinafter more fully described, shown in the accompanying drawings, and particularly pointed out in the appended claims, it being understood that changes in the form, proportion, size, and minor details may be made within the scope of the claims without departing from the spirit or sacrificing any of the advantages of the invention.

In the drawings, Figure 1 is a perspective view of a hub and the adjacent portion of the axle having the present device applied thereto. Fig. 2 is a longitudinal sectional view thereof, illustrating the manner of securing the guard in place. Fig. 3 is a detail perspective view of a sand-guard constructed in accordance with the present invention.

Corresponding parts in the several figures of the drawings are designated by like characters of reference.

Referring particularly to Fig. 3 of the drawings, it will be seen that the present device is in the form of a circular metallic plate 1, which is split diametrically, as indicated at 2, so that the opposite segmental sections may be sprung apart to facilitate the application

of the device to an axle, as will be hereinafter set forth.

Located longitudinally at opposite sides of the diametric incision are the wings 3, which are of substantially oblong shape and are bent outwardly at the same side of the plate, so as to form a central angular opening 4 for the reception of an axle. It will be understood that the slot or incision 2 extends from the marginal edge of the plate and diametrically part way across the latter, and the wings 3 extend from the inner end of the incision and are of a length according to the required size of the opening 4.

In applying the device to an axle 5, as indicated in Figs. 1 and 2 of the drawings, the clip 8 is loosened to permit of the end of the axle-cap being raised, after which the opposite segmental sections of the plate are sprung outwardly in opposite directions, so as to receive the axle therebetween, and the entire plate is moved into the adjacent inner open end of the hub 6. The wings 3 are then inserted between the axle 5 and the axle-cap 7, so as to be firmly clamped between the two parts by means of the usual axle-clip 8. By reason of this arrangement the angular opening in the plate fits snugly the angular portion of the axle, so as to prevent accidental turning of the guard, and longitudinal movement of the guard upon the axle is prevented by reason of the wings 3 being held by the axle-clip. It will thus be apparent that the present device may be applied without entirely removing the wheel from the axle.

By reason of the fact that the present guard is constructed from a single piece of metal there are no separate parts to become loosened, and therefore a proper fit of the guard is assured. Also the incision 2 is formed more than half-way across the plate, so that the opening 4 may be located centrally of the plate, and the wings 3 are separated by the incision, so as to be carried solely by the respective sections of the guard and to be elastically separable, so as to facilitate the application and removal thereof.

What is claimed is—

1. A sand-guard formed from a single blank, and comprising a circular body, having a cen-

tral angular opening, and also split from one side of the opening outwardly through the adjacent edge of the plate, to form opposite spring-sections, which are elastically separable.

2. A sand-guard for vehicles consisting of a plate provided with an upstruck wing forming an axle-receiving opening bounded on all sides by the plate, and said plate being split at one side from said opening to its periphery to form edges adapted to be temporarily separated to apply the guard to a wheel-axle.

3. A sand-guard for vehicle-wheels, comprising a circular plate, having a diametric incision extending from the outer edge of the plate and inwardly a suitable distance, to form opposite segmental spring-sections, and opposite attaching-wings struck from the plate and bent outwardly at the same side

thereof, to form a central opening therein, said wings being separated by the diametric incision.

4. A sand-guard for vehicle-wheels, comprising a circular metallic plate, having a diametric incision extending more than half-way across the plate and opening through the outer edge thereof, and opposite substantially-rectangular wings struck from the plate and bent outwardly at the same side thereof, to form a central angular opening, the wings being separated by the longitudinal incision.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

FRIEND H. POTTER.

Witnesses:

H. F. DOTY,

W. B. NORTROP.