

No. 693,237.

Patented Feb. 11, 1902.

J. S. & J. C. CLAWSON.  
WHEEL ATTACHING DEVICE.

(Application filed July 8, 1901.)

(No Model.)

Fig. 1.

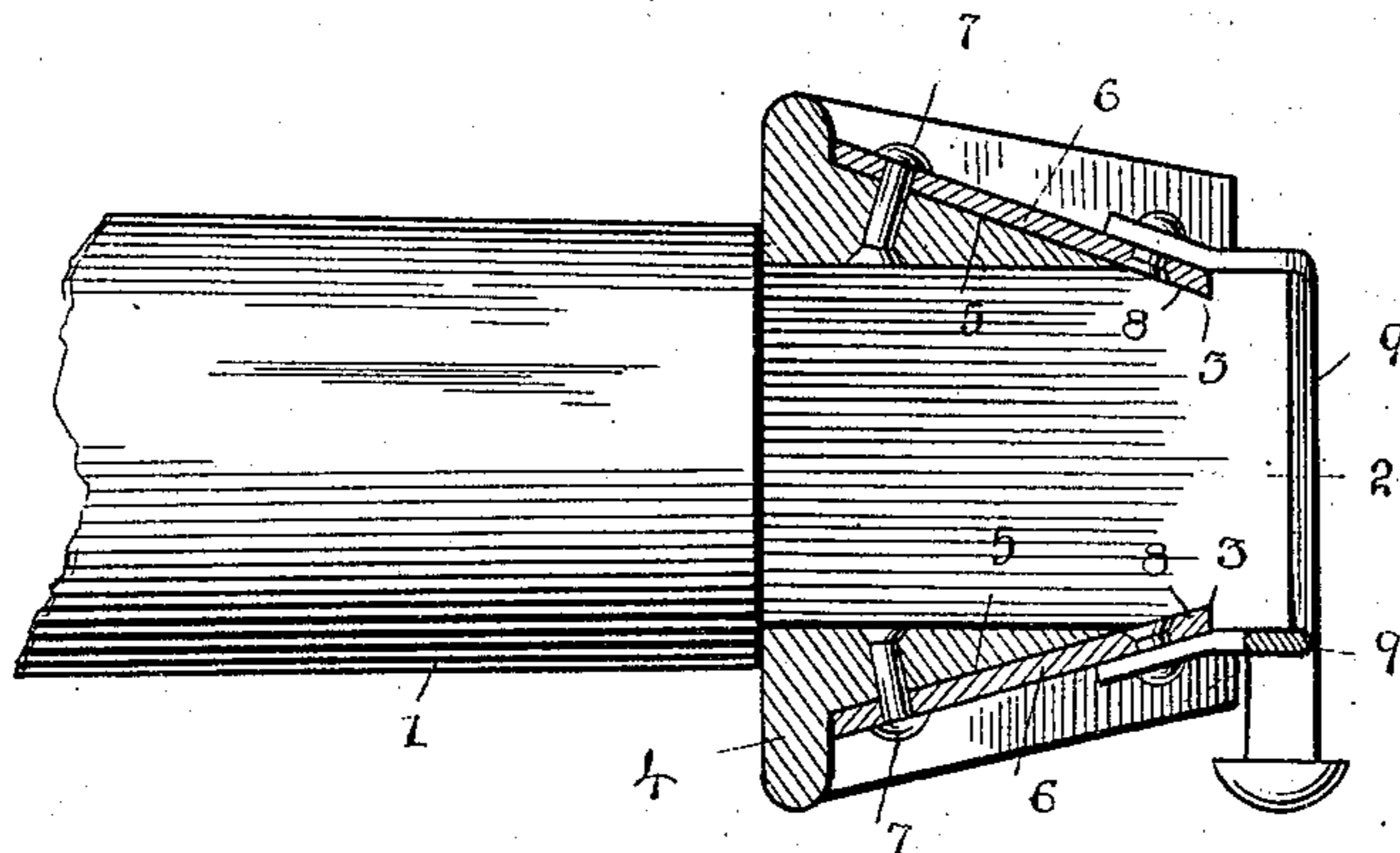
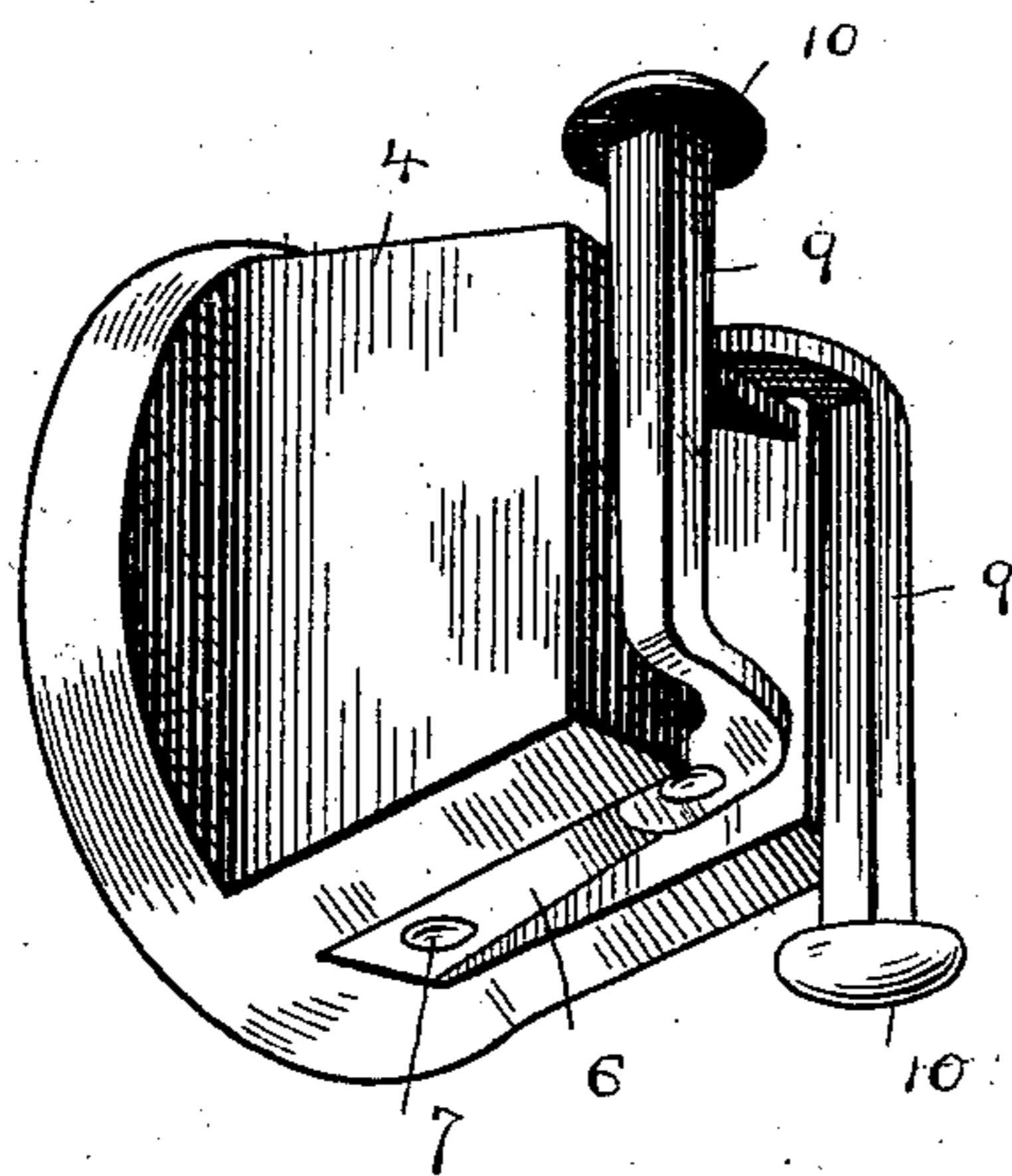


Fig. 2.



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# UNITED STATES PATENT OFFICE.

JEHU S. CLAWSON AND JOHN C. CLAWSON, OF NEW PROSPECT, TENNESSEE.

## WHEEL-ATTACHING DEVICE.

SPECIFICATION forming part of Letters Patent No. 693,237, dated February 11, 1902.

Application filed July 8, 1901. Serial No. 67,562. (No model.)

*To all whom it may concern:*

Be it known that we, JEHU S. CLAWSON and JOHN C. CLAWSON, citizens of the United States, residing at New Prospect, in the county of Union and State of Tennessee, have invented new and useful Improvements in Wheel-Attaching Devices, of which the following is a specification.

Our invention relates to devices adapted for securing vehicle-wheels upon their axle skeins or spindles.

The improvement is designed as a substitute for the ordinary threaded bur or nut; and the object of the invention is to provide a securing device for wheels which may be readily snapped into locking engagement with the axle-spindle and quickly disengaged therefrom by a slight pressure of the fingers.

The construction of the improvement will be fully described hereinafter in connection with the accompanying drawings, which form part of this specification, and its novel features will be defined, and particularly pointed out in the appended claim.

In the drawings, Figure 1 is a side elevation of an axle-spindle with our improvement in place thereon and shown in longitudinal section, and Fig. 2 is a view in perspective of the improved device detached from the spindle.

The reference-numeral 1 designates an axle, and 2 the spindle thereof, the latter being of rectangular shape in cross-section and formed at diametrically opposite points with notches 3.

4 designates a cap bored to conform to the shape of the spindle and recessed at opposite sides to form inclined seats 5, upon which are supported spring-plates 6. The inner ends of these plates 6 are secured by rivets 7 or other suitable fastenings upon the seats 5, and the outer ends 8 of said plates are slightly beveled to adapt them to enter the notches 3 of the spindle.

To the free ends of each of the spring-plates 6 is riveted a finger-piece, preferably comprising an angle-arm 9, formed at one end with a head 10. As clearly shown in Fig. 2, these angle-arms are oppositely disposed with relation to each other, thus presenting the two heads 10 at opposite sides of the cap in convenient position to be grasped between the thumb and finger and pressed toward each other to disengage the plates 6 from the notches 3.

It will be apparent that when the cap is slipped upon the spindle the spring-plates snap into the notches, thus effecting an automatic engagement of the nut with the spindle.

Our improvement avoids the annoyance and danger incident to the accidental loosening and dropping off of the ordinary screw-threaded nuts, and the construction is such that the spring-plates or their finger-pieces may be readily renewed when worn or broken.

We claim—

The combination with an axle-spindle formed with diametrically opposite notches, of a hub-attaching device comprising a cap bored to fit upon the spindle, and formed with diametrically opposite beveled seats, spring-plates secured at their inner ends upon said seats and beveled at their outer ends to fit the notches, and a pair of oppositely-disposed angle-arms secured to the outer ends of the spring-plates, and provided with heads at their free ends.

In testimony whereof we affix our signatures in presence of two witnesses.

JEHU S. CLAWSON.  
JOHN C. CLAWSON.

Witnesses:

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