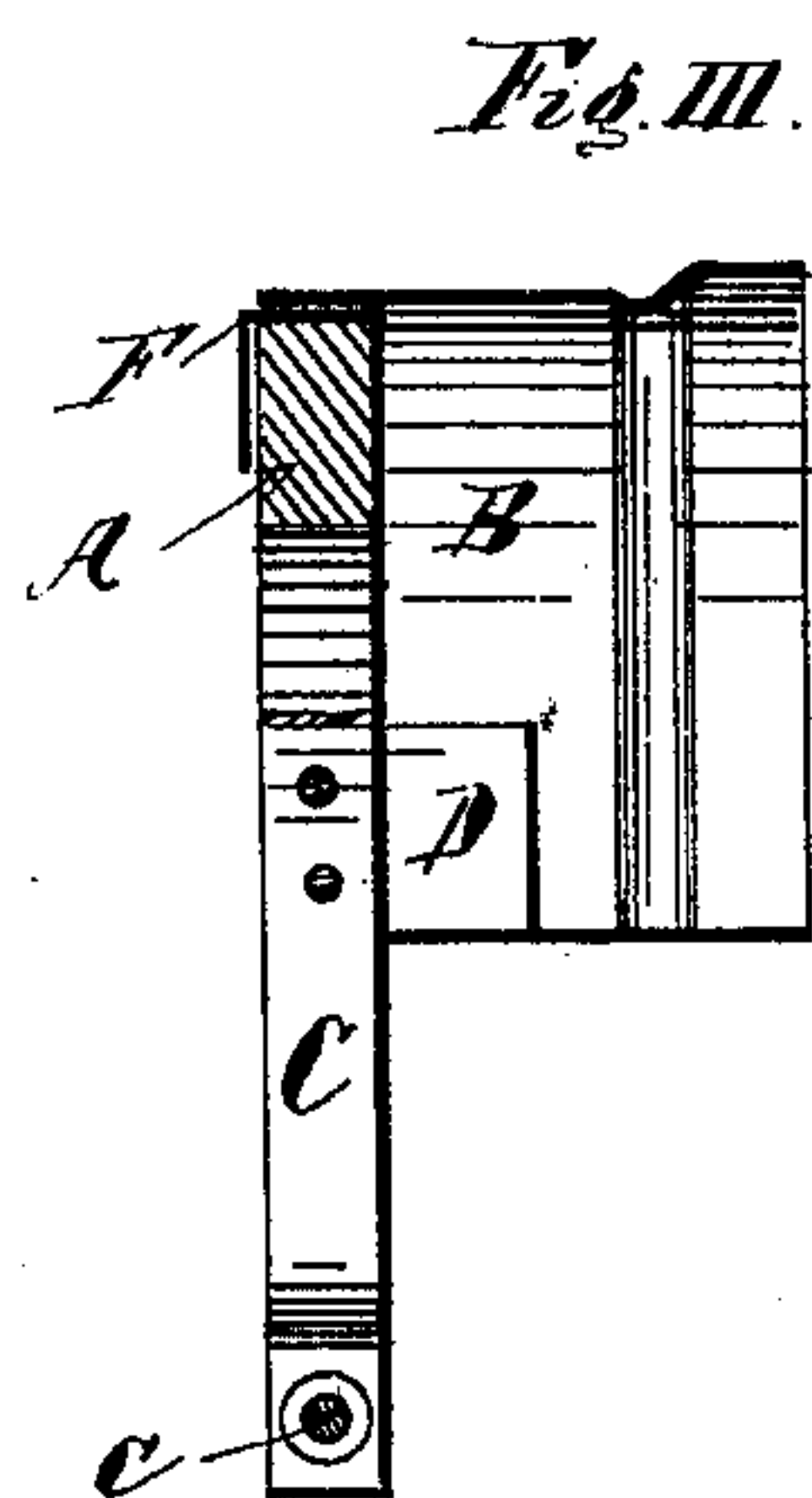
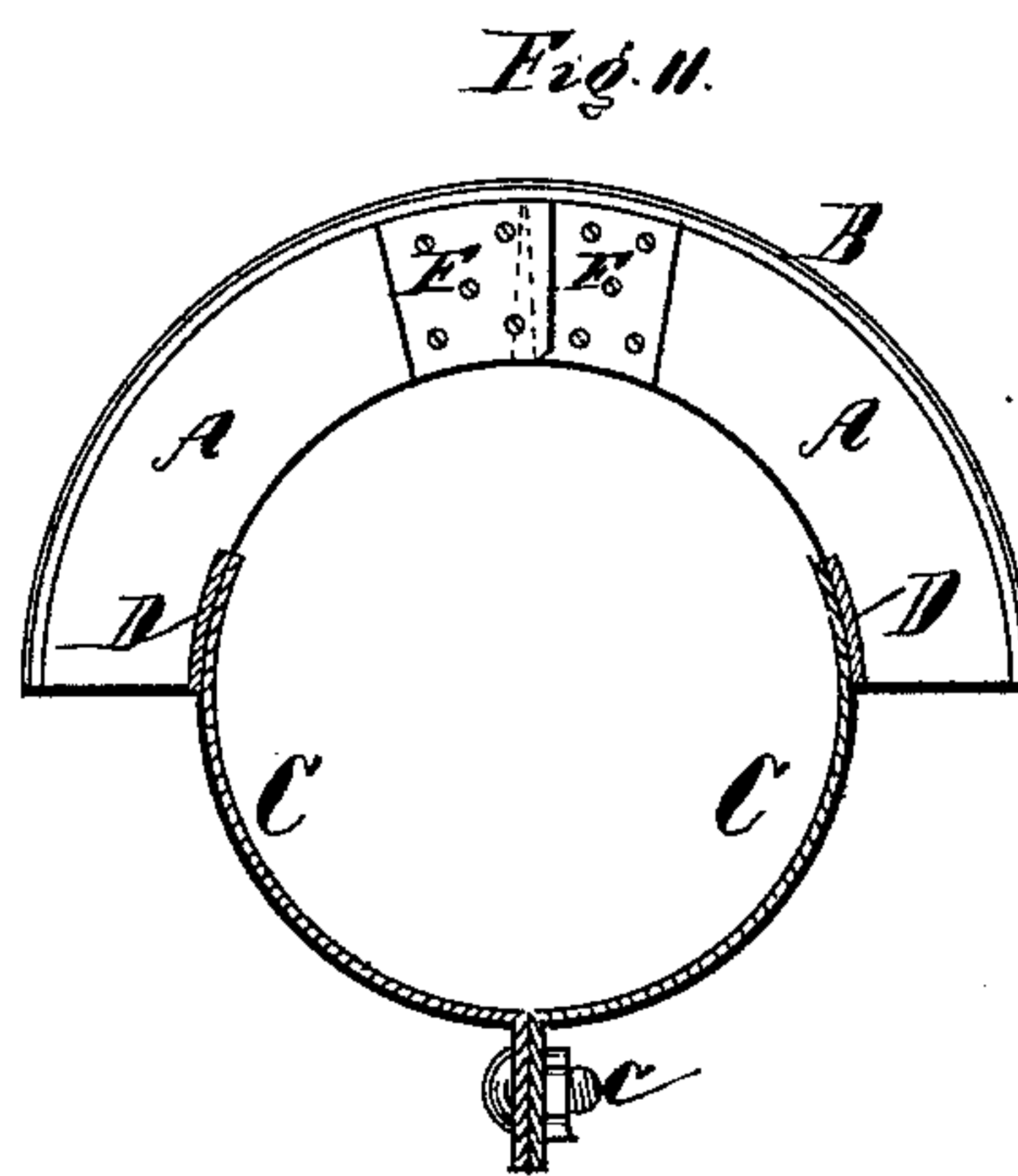
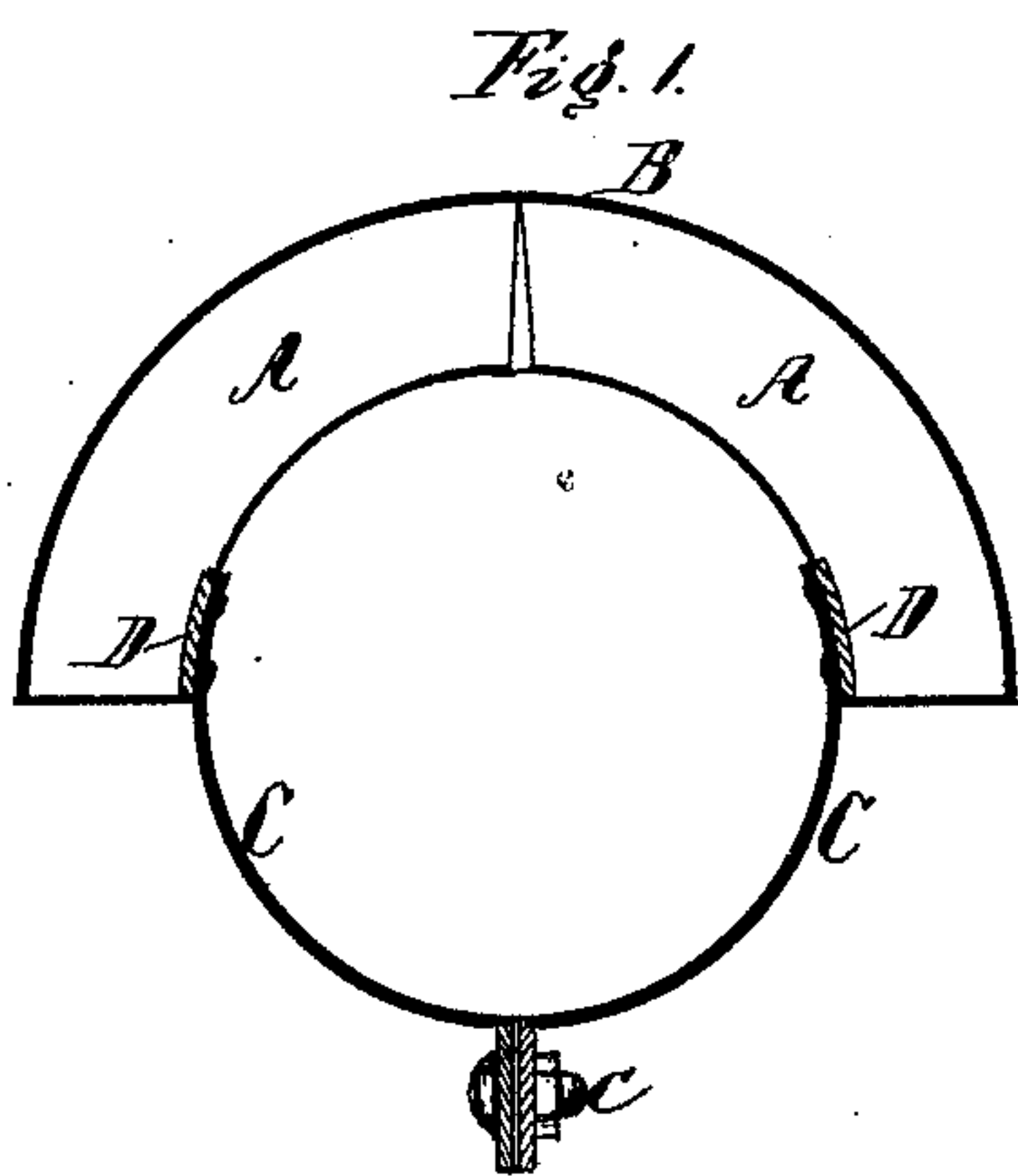


A. KAISER.  
SAND-BANDS FOR VEHICLES.

No. 195,613.

Patented Sept. 25, 1877.



Witnesses:  
Franklin Darnitt  
Richard Gerner

Inventor:  
Andrew Kaiser.  
Per: Henry Gerner,  
Atty.

# UNITED STATES PATENT OFFICE.

ANDREW KAISER, OF PROPHETSTOWN, ILLINOIS, ASSIGNOR OF ONE-HALF  
HIS RIGHT TO HENRY R. KENT, OF SAME PLACE.

## IMPROVEMENT IN SAND-BANDS FOR VEHICLES.

Specification forming part of Letters Patent No. **195,613**, dated September 25, 1877; application filed  
January 31, 1877.

*To all whom it may concern:*

Be it known that I, ANDREW KAISER, of Prophetstown, in the county of Whiteside and State of Illinois, have invented a new and useful Improvement in a Sand-Band for Vehicle-Axles, of which the following is the specification:

The nature of this invention consists in the construction and application of an adjustable shield to the axles of vehicles, so as to prevent sand or other dirt from gaining access to the arm of the axle within the hub of the wheel.

The invention will be readily understood by reference to the accompanying drawings, of which—

Figure 1 is an outside elevation of the device; Fig. 2, an inside elevation of the same; and Fig. 3, a central sectional elevation.

There are two segmental ribs, A, which are intended to overlap the top part of the axle just inside of the hub, and the width of these ribs should be just sufficient to permit the hub of the wheel to revolve freely beneath the shield B, which is fastened to the top of the said ribs. The length of the shield B should be sufficient to form a semicircle, or nearly so, over the top of the hub.

The ribs A may be made of wood, metal, or rubber, and the shield B may be of sheet metal, rubber, or leather.

The width of the shield will be sufficient to overlap the hub, and prevent dirt from passing over the back end of the hub and down onto the axle-arm.

Flexible metallic straps C are attached to the lower ends of the ribs A, and at their bottom ends are held together by means of the

clamp-screw c. When this screw is removed the straps C may be spread apart sufficiently to allow the attachment to be sprung over the top of the axle, and then, by placing the screw in its proper place in the ends of the straps and tightening it, the whole attachment will be held firmly in place.

The projecting lugs D D, attached to the ribs A near their lower ends, will prevent the shield from working too closely up to the hub.

Guard-plates F F, attached to the sides of the ribs A at their upper ends, will overlap one another and cover the opening between the two ribs, so as to prevent dirt from passing through that opening.

I am well aware that the Patent No. 76,605, of April 14, 1868, granted to A. O. Coleburn and H. T. Stanard, for sand-caps for carriages, describes a method of accomplishing the same object as I do, viz., to keep the sand from entering the hub and lodge between the axle and the bore in the hub; but as my sand-band is distinctly different in construction from the sand-cap in question, I disclaim any right or desire to interfere with or infringe on the said patent granted to Coleburn and Stanard.

Having described my invention, I claim—

A sand-band consisting of the shield B, supported by the bisected ribs A, provided with overlapping guard-plates F and extension-straps C, secured by a clamp-screw, c, and lugs D, substantially as and for the purpose set forth.

ANDREW KAISER.

Witnesses:

F. S. MAY,  
W. D. SMITH.