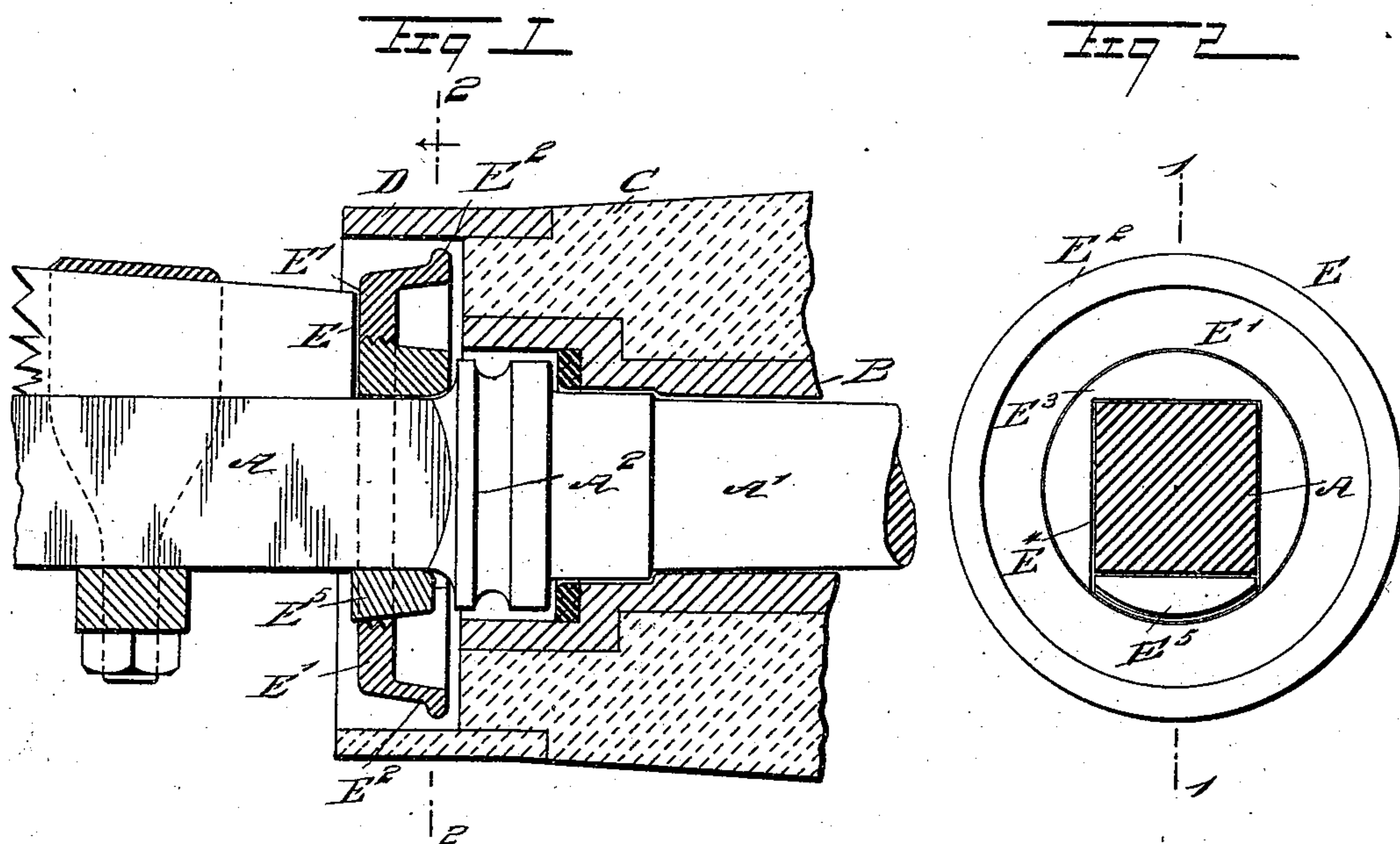


(No Model.)

H. W. RUSSELL & S. VAN RIPER.
SAND BAND.

No. 549,025.

Patented Oct. 29, 1895.



WITNESSES:

H. Walker

Geo. G. Foster

INVENTORS

H. W. Russell

S. Van Riper

BY Munn & Co

ATTORNEYS.

UNITED STATES PATENT OFFICE.

HARRY W. RUSSELL AND STEPHEN VAN RIPER, OF DOWAGIAC, MICHIGAN.

SAND-BAND.

SPECIFICATION forming part of Letters Patent No. 549,025, dated October 29, 1895.

Application filed October 30, 1894. Serial No. 527,437. (No model.)

To all whom it may concern:

Be it known that we, HARRY W. RUSSELL and STEPHEN VAN RIPER, of Dowagiac, in the county of Cass and State of Michigan, have
5 invented a new and Improved Sand-Band, of which the following is a full, clear, and exact description.

The invention relates to the hubs of vehicles; and its object is to provide a new and
10 improved sand-band which is simple and durable in construction and arranged for conveniently attaching it to the axle.

The invention consists, principally, of a sand-band in the form of a disk made in sections, of which one is adapted to straddle an
15 axle and the other is slidable longitudinally of the first-named section and serves to fasten the disk in place on the axle.

The invention consists also of certain parts
20 and details and combinations of the same, as will be hereinafter fully described, and then pointed out in the claim.

Reference is to be had to the accompanying drawings, forming part of this specification,
25 in which similar letters of reference indicate corresponding parts in both views.

Figure 1 is a sectional side elevation of the improvement as applied, the section being taken on the line 1 1 of Fig. 2. Fig. 2 is a
30 cross-section of the same on the line 2 2 of Fig. 1.

The square axle A is provided with the usual spindle A', formed at its inner end with a collar A² and fitted into the box B, secured
35 in the hub C, having a band D, forming a recess on the inner end of the hub for the entrance of the sand-band E. The latter is secured on the square end of the axle A, next to the collar A², and is formed in sections, of
40 which the section E' is ring-shaped and provided with an annular flange E², adapted to abut against the inner end of the wooden portion of the hub, as indicated in Fig. 1, to render the axle dust-proof. When the axle is
45 worn, the flange E² prevents friction by having more clearance for oil to run out to avoid gumming of the contacting parts.

The ring-section E' is formed with a thread screwing onto a section E³, formed with a recess E⁴ to permit of straddling the top and
50 sides of the square end of the axle A, as plainly indicated in Fig. 2, the open end of the section E³ forming a longitudinal guideway adapted to be engaged by a wedge E⁵, resting against the under side of the axle and
55 engaging the sides of the section E³, as well as part of the inner surface of the section E'. Now it will be seen that the ring-section E' can be readily passed over the spindle A' and the collar A², as the interior diameter of the
60 said section is somewhat more than the diameter of the collar A².

The straddling section E³ is fitted onto the axle A, and then the ring-section E' is screwed on it, after which the wedge E⁵ is driven into
65 position, so as to fasten the several sections securely to the axle A.

Thus it will be seen that the sand-band is made in sections, of which one serves to clamp
70 the other in position on the axle, at the same time permitting of conveniently fitting the several parts onto the square end of the axle A after the spindle A' and collar A² are finished. It will also be observed that the clamping-section is capable of a longitudinal sliding
75 movement on the axle relatively to the other section and is put in position by sliding it longitudinally into the corresponding recess of the other section.

Having thus described our invention, we
80 claim as new and desire to secure by Letters Patent—

A sand band, comprising a ring-shaped section, a straddling section on which screws the ring-shaped section, and a wedge engaging
85 the said straddling section, the axle and the ring-shaped section, to fasten the several parts in position on the axle, substantially as shown and described.

HARRY W. RUSSELL.
STEPHEN VAN RIPER.

Witnesses:

W. C. EDWARDS,
T. J. EDWARDS.