

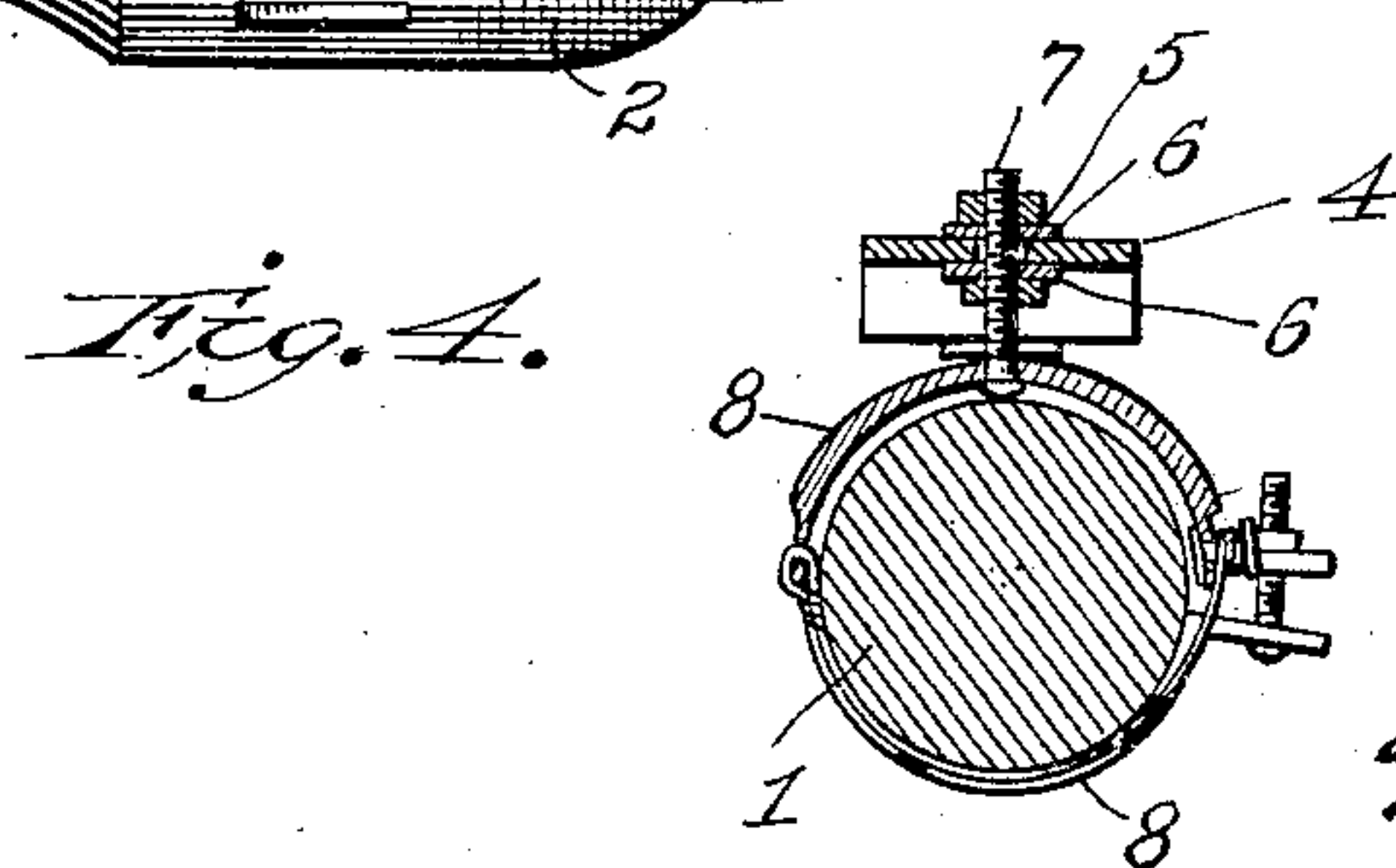
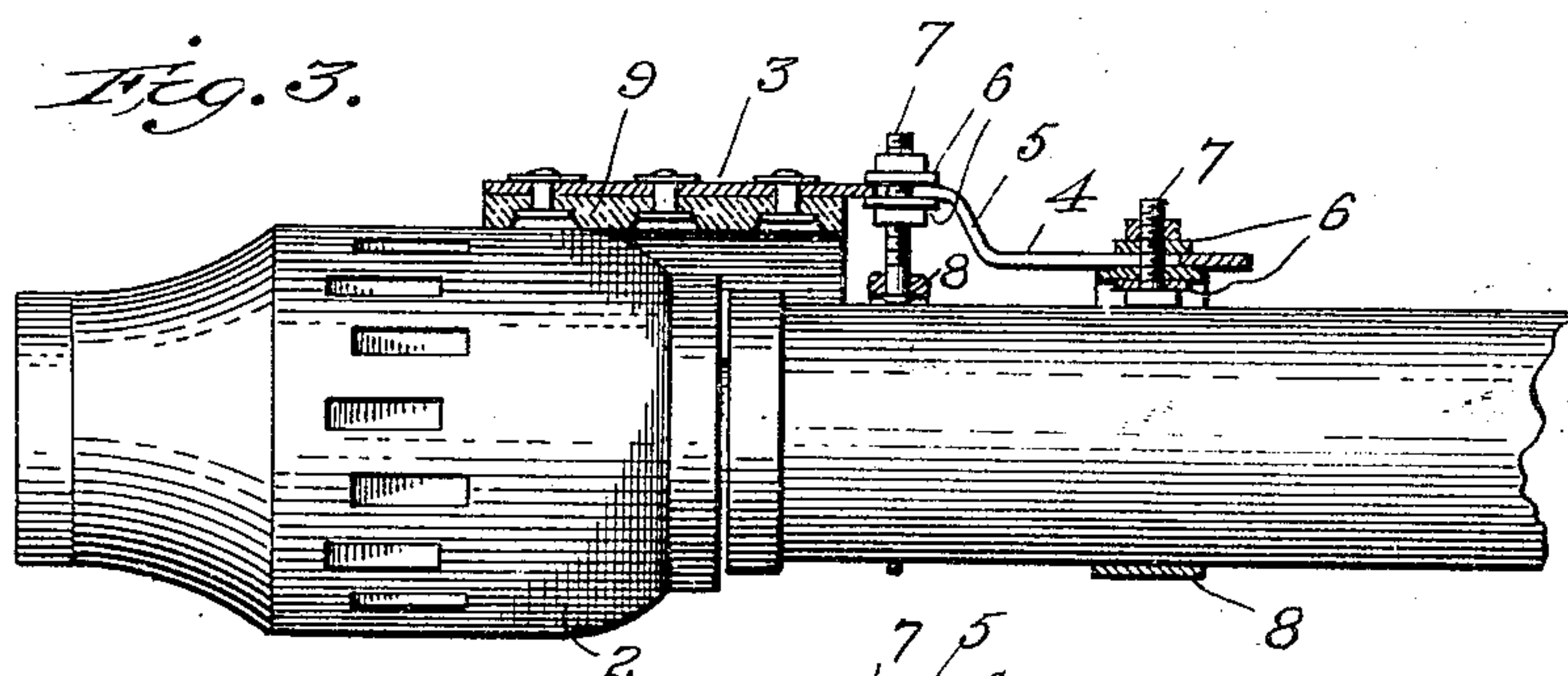
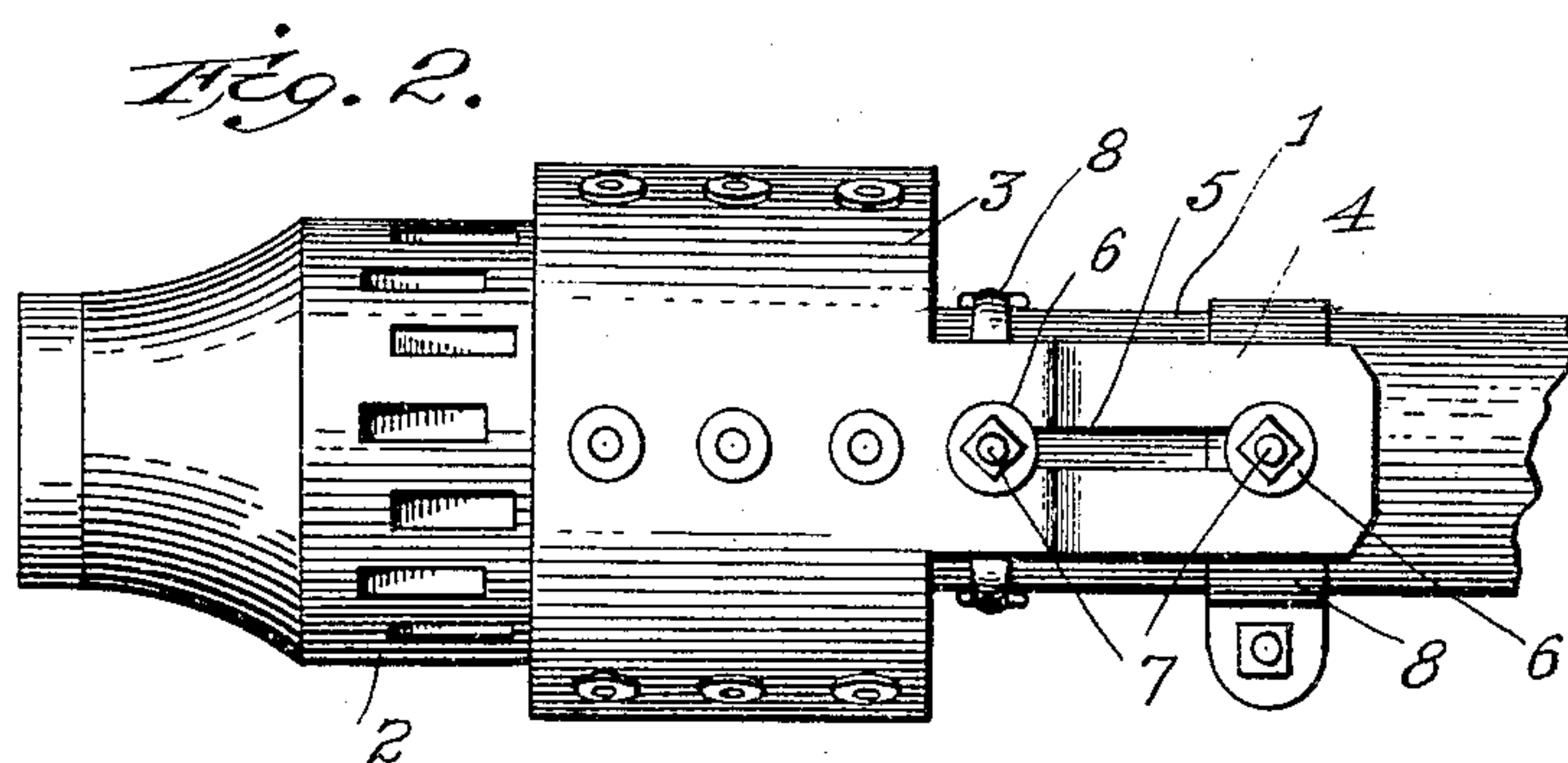
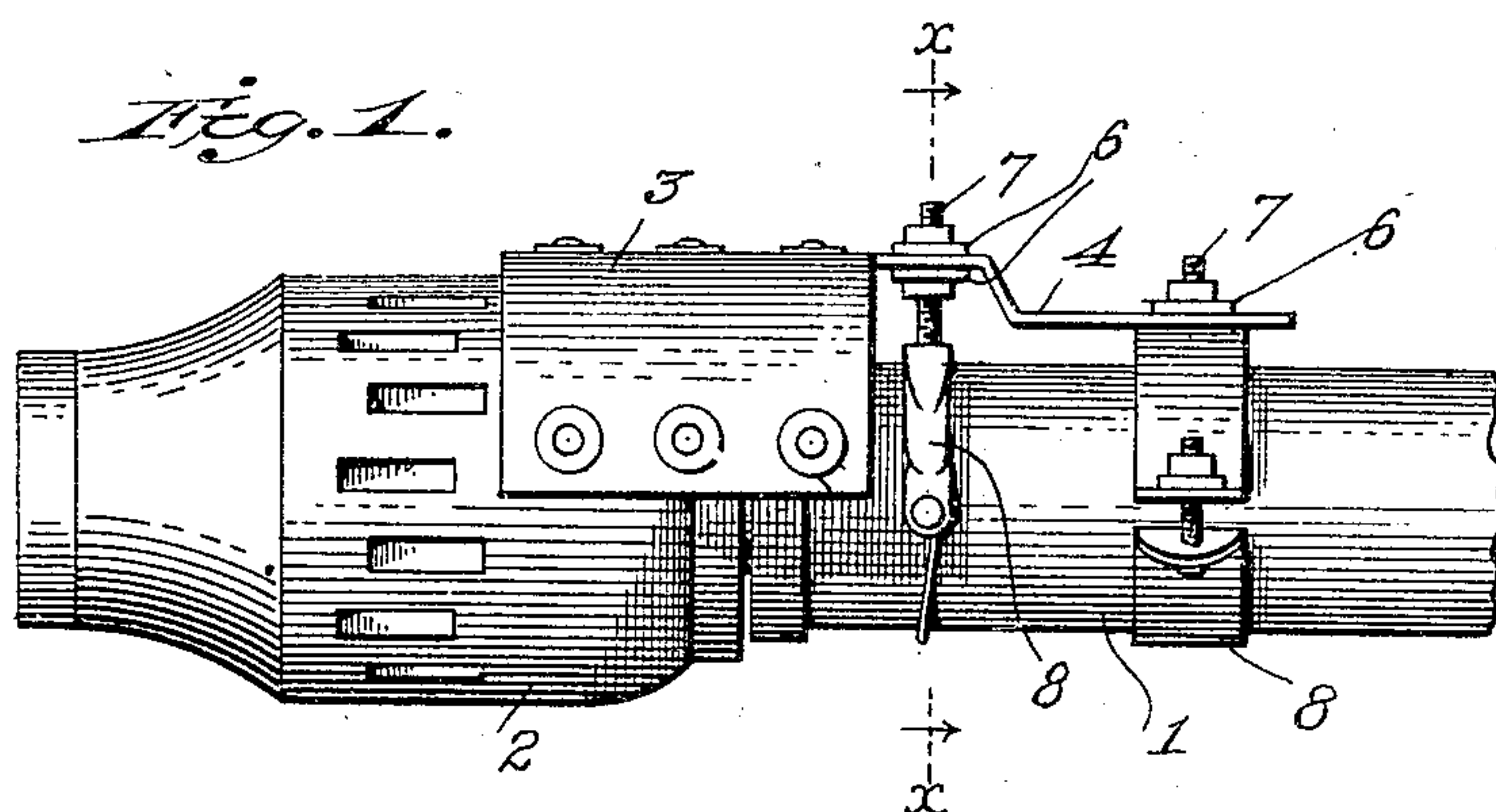
No. 792,109.

PATENTED JUNE 13, 1905.

N. E. BARNES.

SAND BAND.

APPLICATION FILED MAR. 10, 1905.



Witnesses

Edwin L. Yewell
C. D. Davis

Inventor

Ned E. Barnes

334

R. M. Bishop
Attorney

UNITED STATES PATENT OFFICE.

NED E. BARNES, OF WILLIS, TEXAS.

SAND-BAND.

SPECIFICATION forming part of Letters Patent No. 792,109, dated June 13, 1905.

Application filed March 10, 1905. Serial No. 249,381.

To all whom it may concern:

Be it known that I, NED E. BARNES, a citizen of the United States of America, residing at Willis, in the county of Montgomery and State of Texas, have invented certain new and useful Improvements in Sand-Bands, of which the following is such a full, clear, and exact description 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, forming a part hereof.

This invention relates to improvements in sand-bands or devices for protecting hubs of wheels from the dirt and dust thrown or dropped from the wheel during the travel of the vehicle; and it consists in a certain novel construction whereby the device may be readily applied to or removed from the vehicle and will prove efficient in use.

In the accompanying drawings, which fully illustrate the invention, Figure 1 is a side elevation of a hub and a portion of an axle, showing my improved device applied thereto. Fig. 2 is a plan view of the same. Fig. 3 is a longitudinal vertical section of the same, and Fig. 4 is a transverse vertical section on the line *xx* of Fig. 1.

The axle 1 and the hub 2 are of the usual form and constitute no part of the invention.

In carrying out the invention I employ a metal plate 3 of a size sufficient to cover the end of the hub, as clearly shown in Figs. 1 and 2. Formed integral with this plate and projecting centrally therefrom is an arm 4, adapted to lie upon and be fastened to the axle. This arm is bent downward adjacent to the edge of the plate, so as to drop to the axle, and it is provided with a longitudinal slot 5, in which the retaining-bolts are fitted to permit the device to be adjusted to the proper point of the axle. Washers or plates 6 are fitted against the upper and lower sides of the arm, and stud-bolts or screws 7 are inserted through the said washers to secure the same at any point of the arm. Fitted on the bolts or screws are collars or straps 8, which pass down around the axle and carry fastening bolts or pins to clamp the said collars or straps in position. In the drawings I have

shown a collar having its ends connected by a bolt at the innermost fastening, while near the end of the axle I have shown a stirrup having a flexible connection between its ends below the axle. These collars or straps serve to hold the stud-bolts or screws 7 firmly in their proper positions, while the slotted arm may be independently adjusted upon the said bolts to bring the band or plate 3 into the proper adjustment over the end of the hub.

On the under side of the plate or band 3 is secured a pad 9, of leather or similar material, which may press lightly upon the hub, and thereby wipe off any dust or dirt that may escape the plate and fall upon the hub. The scratching of the hub, which would occur if the plate were in contact therewith, is thereby avoided.

The outer bolt 7 is fitted in the stirrup or fork, and retaining-nuts are mounted thereon above and below the slotted arm 4. This arrangement permits the outer portion of the said arm to be supported at the proper height to hold the pad or plate upon the hub and also facilitate the adjustment of the plate to hubs of different diameters. The flexible connection between the ends of the fork follows the configuration of the axle and may be drawn tightly against the same, so as to hold the stirrup or fork firmly in position whatever the size of the axle.

The device may be made in any size and fit any hub without adding greatly to the weight of the vehicle and may be readily fitted to or removed from the axle, the mere loosening of the screws or pins by which the ends of the collars or straps are held being sufficient to permit the removal of the entire device. Should it be desired to remove the sand-band without first removing the wheel, the collars or straps are slightly spread, so as to clear the axle, after which the device may be lifted bodily and removed. If it is desired to remove the hub for the purpose of lubrication, no disturbance of the band is necessary, as the hub may be removed and replaced without affecting the position of the sand-band in any particular.

Having thus described my invention, what

I claim, and desire to secure by Letters Patent, is—

- 5 1. A sand-band consisting of a plate adapted to cover the end of the hub, a longitudinally-slotted arm extending from the said plate over the axle, fastening devices mounted in said slot, and retaining means connected with the said fastening devices and adapted to engage the axle and be secured thereon.
- 10 2. The combination of a plate adapted to cover the end of the hub, a slotted arm projecting from said plate over the axle, a fork

fitting over the axle, a flexible connection between the ends of the fork below the axle, a bolt carried by the fork and projecting 15 through the slotted arm, and retaining-nuts on the said bolt above and below the said arm.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

NED E. BARNES.

Witnesses:

J. W. LEWIS,
J. T. RUCKS.