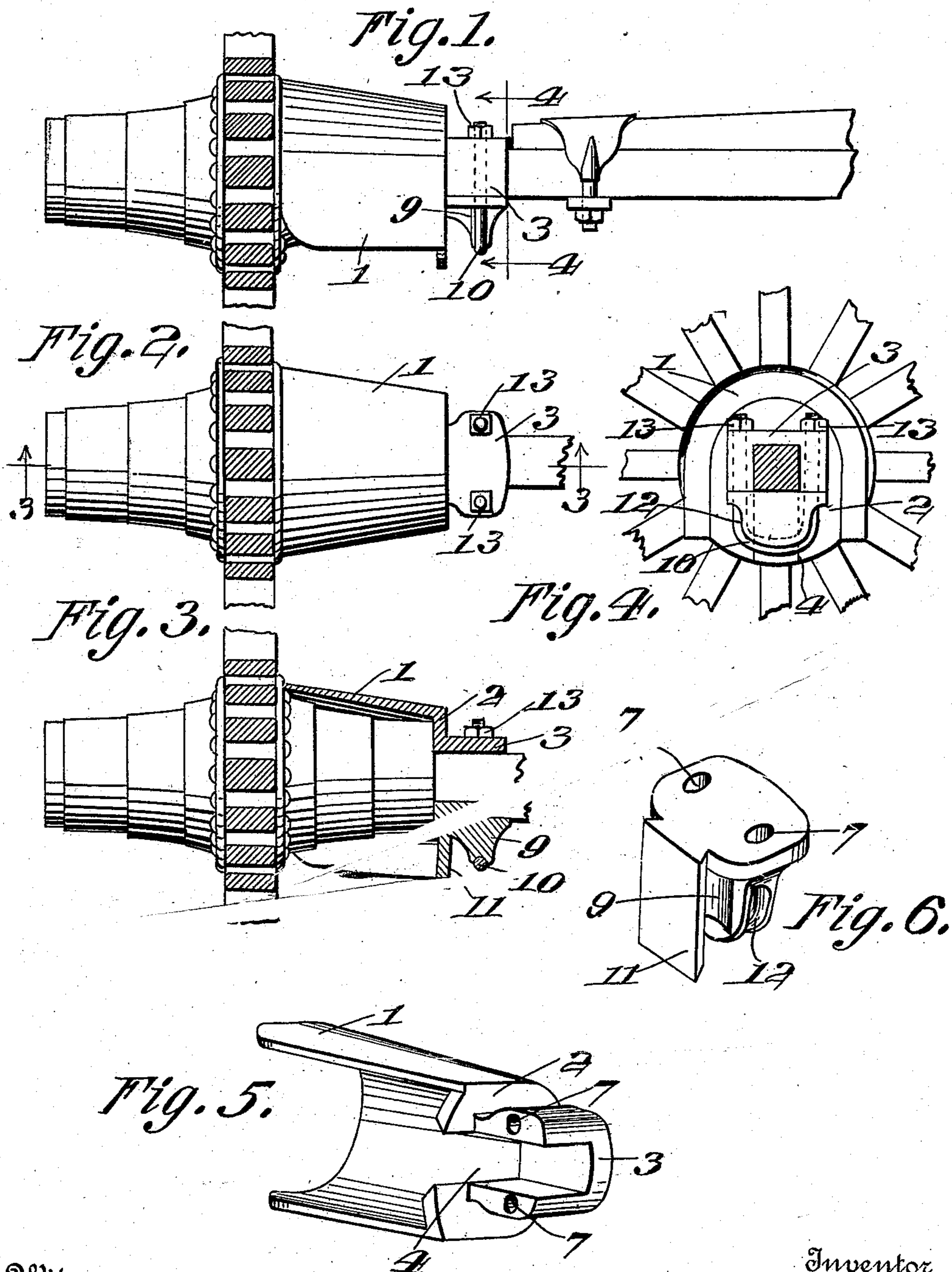


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SAND BAND.

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UNITED STATES PATENT OFFICE.

HENRY G. PETERS, OF MENDON, OKLAHOMA.

SAND-BAND.

No. 923,995.

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To all whom it may concern:

Be it known that I, HENRY G. PETERS, a citizen of the United States, residing at Mendon, in the county of Alfalfa and State of Oklahoma, have invented certain new and useful Improvements in Sand-Bands; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains, to make and use the same.

This invention comprehends the construction of an improved axle shield for wheeled vehicles and has for its object the construction of a shield that may be readily secured on the axle of a wagon and when so secured will effectively protect the axle and the hub from sand, dust or dirt of any kind.

My invention particularly comprehends the construction of an improved wagon shield comprising a hub engaging body portion and a clamping device which may be placed in position over the hub and on an axle without the use of complicated springs, special modification or expert labor.

With these and other objects in view, the invention consists of certain novel features of construction, combination and arrangement of parts, as will be more fully described and particularly pointed out in the appended claims.

In the accompanying drawings, Figure 1 is a side elevation of my improved shield mounted on a hub and axle; Fig. 2 is a top plan view thereof; Fig. 3 is a longitudinal sectional view taken on the line 3—3 of Fig. 2; Fig. 4 is a vertical sectional view taken on the line 4—4 of Fig. 1; Fig. 5 is a detail perspective view of the shield; and Fig. 6 is a detail perspective view of a clamping member.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

In the accompanying drawings, I have illustrated the preferred embodiment of my invention, but it is understood that changes may be made in the exact proportions and arrangement of parts to adapt my improved shield to various makes of hubs and axles without departing from the spirit thereof.

Numeral 1 designates a main body portion formed scoop-shaped, and adapted to be snugly mounted on the top portion of a hub.

The shield 1 is substantially scoop shaped and is formed with interior flanges 2 having their inner edges longitudinally beveled and axle engaging extensions 3. The flanges 2 surround a slot 4 through which an axle is adapted to extend. The extensions 3 are formed with apertures 7 and are adapted to be positioned on opposite sides of an axle.

The shield 1 is mounted on a hub so that flanges 2 will engage the inner periphery of the hub cap and the axle will occupy the slot 4. The shield 1 is secured in position over the hub and on the axle by means of a U-shaped bolt 10 and said bolt is provided with a head piece 9. The head piece 9 is formed with an extension 11 the edges of which are beveled to fit the beveled flanges, 2, which is adapted to be positioned in the slot 4 beneath the axle. The head piece 9 is further formed with a body groove 12 adapted to accommodate the U-shaped bolt 10. The mounting of my improved axle shield will be readily understood from the description taken in connection with the accompanying drawings.

To adjust the shield, the same is placed on top of a hub and forced down over said hub so that the inner faces of the flanges 2 will contact with the inner periphery of the inner hub cap and extensions 3 will engage the sides and the top of the axle. When so adjusted, the shield 1 is secured on the hub and to the axle by means of the U-shaped bolt 10 and the head piece 9, said head piece 9 being positioned on the lower side of the axle so that the extension 11 will occupy the lower part of slot 4 and the U-shaped bolt 10 being forced upwardly through bolt holes 7 and secured thereon by means of nuts 13. The removal of the shield is effected by reversing the operation.

It will be seen from the foregoing description taken in connection with the accompanying drawings that my shield snugly embraces the hub of a wagon and with the flanges 2 together with head piece 9 completely closes the inner hub cap so as to prevent dust, sand or dirt from entering there-through to the axle. The clamping bolt 10 and the head piece 9 securely hold the shield 1 in position on the axle and over the hub so that a wheel may freely revolve on an axle without working the shield loose from its connections. The head piece 9 and the U-shaped bolt 10 may be formed in one piece

and the shield 1 may be provided with any suitable packing such as friction metal or similar material.

From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention as defined in the appended claims.

Having thus described and ascertained the nature of my invention, what I claim as new desire to secure by Letters-Patent is:—

1. The combination with a shield formed substantially scoop-shaped and provided with extensions adapted to engage an axle and formed with a slot through which the axle can extend, and means for clamping said shield on a hub and to an axle, comprising a head piece formed with a body groove and an extension arranged to engage with the shield and a U-shaped bolt having its

curved portion seated in said groove substantially as described.

2. The combination with a hub and an axle, of a scoop-shaped shield adapted to be seated on the hub, said shield being formed with an axle-engaging extension having transverse apertures and interiorly-projecting flanges having their inner edges beveled, said edges being spaced apart to engage the opposite sides of the axle, a head piece formed with an extension having beveled edges arranged to engage with the beveled edges of the flanges, said head piece being formed with a body groove for the reception of a U-shaped bolt, and transverse apertures registering with said groove, and a U-shaped bolt provided with clamping nuts for securing the head piece and the shield in interlocking position on the axle and in place over the hub.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

HENRY G. PETERS.

Witnesses:

W. A. KUHR,
T. W. GRAY.