(No Model.)

W. KLOCKAU.

VEHICLE SAND BAND.

No. 481,795. Patented Aug. 30, 1892.

Fig. 1.

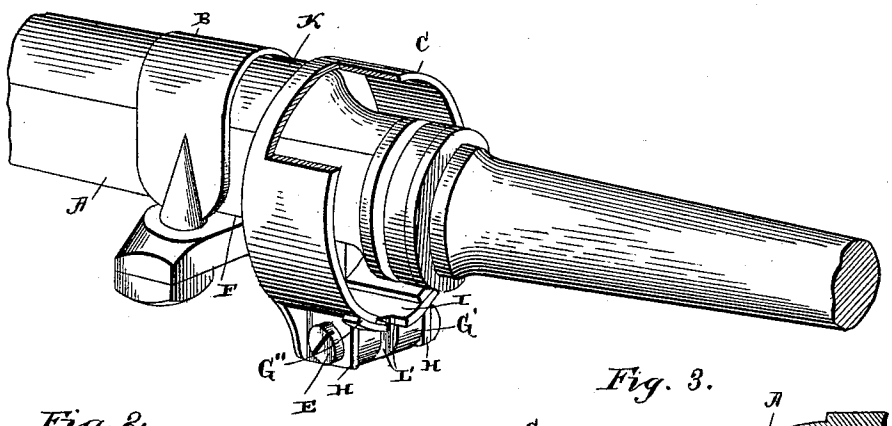


Fig. 2.

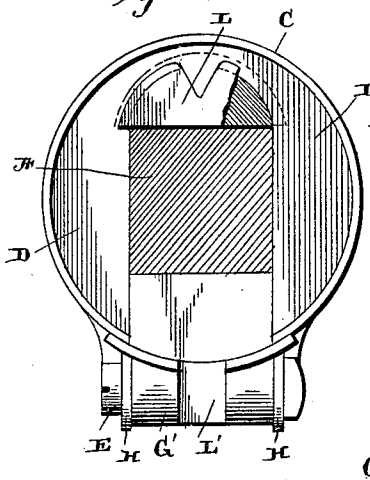


Fig. 3.

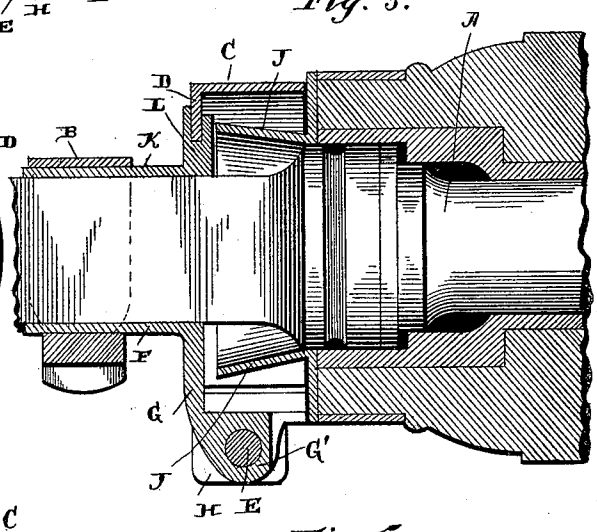


Fig. 4.

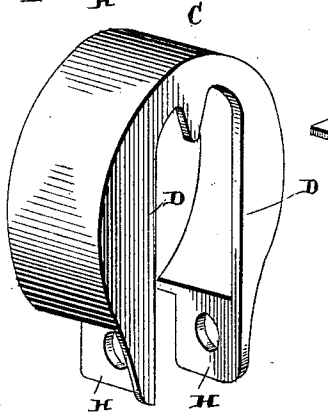
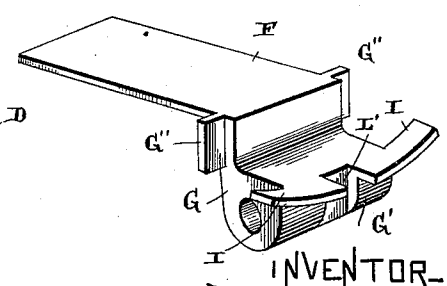


Fig. 5.



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WILLIAM KLOCKAU, OF ROCK ISLAND, ILLINOIS.

VEHICLE SAND-BAND.

SPECIFICATION forming part of Letters Patent No. 481,795, dated August 30, 1892.

Application filed May 25, 1892. Serial No. 434,347. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM KLOCKAU, of Rock Island, in the county of Rock Island and State of Illinois, have invented certain new and useful Improvements in Sand-Bands; and I do hereby 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in sand-bands; and it consists in the novel features of construction which will be fully described hereinafter, and more particularly referred to in the claims.

The object of my invention is to construct an improved detachable device for vehicle-axles which will effectually exclude grit from the spindles at their most exposed points.

Referring to the accompanying drawings, Figure 1 is a perspective view of my improved attachment. Figs. 2 and 3 are sectional views of the same. Fig. 4 is a detached view of the band proper. Fig. 5 is a similar view of the under section of the device.

A represents the axle of an ordinary vehicle, and B the thill-clip secured thereto in the usual manner. Secured around the outer end of the axle adjacent the spindle is the circular band of spring metal C, which is formed with the side flanges D, so as to conform to the shape of the sides of the axle, as will be readily understood. The ends of the bands C project downward to form lugs H, which are perforated, and through them passes the securing-bolt E.

For the purpose of inclosing the space between the lower depending ends of the said band I provide a plate F, which is clamped to the under side of the axle by the clip B. The outer end of this plate is bent downward, as shown at G, closing the space between the lugs H. A perforated head G′ is formed at the lowermost point of this depending portion G, through which projects the securing-bolt E. Projecting forward from this perforated head are the lugs I, which fit the under side of the outer edge of the band C, effectually closing the same. Projections G′ are formed on the opposite sides of the upper end of the portion G, and these, together with the projections I, form depressions in which the depending lugs H fit tightly. The band C being of spring metal it will be seen that its sides may be drawn to the head at the lower end of the portion G by means of the bolt E, making a most secure fit and rendering it impossible for any dirt or grit to pass to the axle. This construction of the sides of the band C also draws the flanges D close to the sides of the axle. As the plate F and depending portion G thereof are the same width as the axle it will be seen that as the sides of the band C are contracted by the bolt E the adjustment of the band to the axle will be very accurate.

As shown in Fig. 2, the band J on the inner end of the hub of the wheel is of slightly less diameter than the circular portion of the band C, so that it turns in the latter freely, there being no friction whatever.

When the wood portion A′ of the axle is dispensed with and a square iron axle only used, a device is employed for filling the space between the upper side of the axle and the top of the band C, which consists of the arm K, which is held by the thill-clamp B, and to its outer end is secured the curved head L, having a groove around its outer side, as shown, into which the edges of the band fit, thus closing all the space in a most effectual manner.

A vertical opening L′ is formed outside of the head G′ and between the projections I, through which any dust or dirt may drop which may have accumulated within the band C. If there is any dirt thus deposited, the inner end of the wheel-hub revolving within the band will have a tendency to work the dirt to the bottom of the space, where it will discharge through the said opening.

Having thus described my invention, I claim—

1. The combination, with an axle, of a curved band encircling the same, flanges D on said band, projecting perforated lugs on the lower ends of said band, a device for filling the space betwen the said lugs, and a securing-bolt, substantially as shown and described.

2. The combination, with an axle, of a curved band which fits thereover formed of spring metal, perforated lugs at the ends of said band, a plate having a perforated head which fits between the said depending lugs, and a se-

curing-bolt which extends through the said lugs and head, substantially as shown and described.

3. The combination, with an axle and a thill-clip thereon, of a curved spring-band which fits over said axle, inwardly-projecting lugs D on the sides of said band, depending perforated lugs at the ends of the band, plate F, adapted to be clamped to the under side of the axle by the thill-clip, depending portion G of said plate having a perforated head at its lower end, and a clamping-bolt, substantially as shown and described.

4. The combination, with an axle and a thill-clip therefor, of a band of spring metal curved around the axle, flanges D on said band, depending lugs on the ends of said band, plate F, of the same width as the axle and constructed with the depending portion G, having a perforated head at its lower end, projections G′ and I, and a clamping-bolt, substantially as shown and described.

5. The combination, with an axle, a thill-clip therefor, and a curved band around said axle having depending perforated lugs at its ends, of a plate having a downward-projecting portion which fits between the said depending lugs, a clamping-bolt, a plate projecting from the upper side of the axle, and a curved head on the outer end of said plate having a groove in its periphery, for the purpose substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM KLOCKAU.

Witnesses:
E. H. GUYER,
MARION E. SWEENEY.