

(No Model.)

W. M. FARR.
SAND BAND FOR VEHICLES.

No. 336,558.

Patented Feb. 23, 1886.

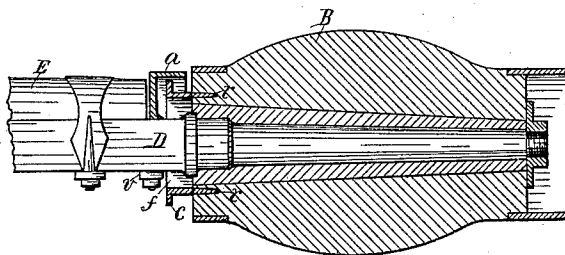


Fig. 1

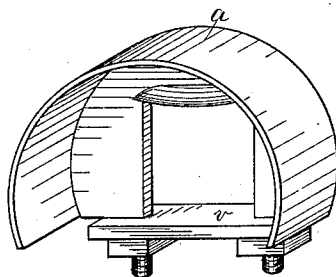


Fig. 2

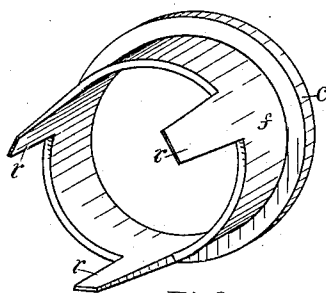


Fig. 3

Attest.

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Atty-

UNITED STATES PATENT OFFICE.

WILLIS M. FARR, OF DOWAGIAC, MICHIGAN.

SAND-BAND FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 336,558, dated February 23, 1886.

Application filed October 19, 1885. Serial No. 180,318. (No model.)

To all whom it may concern:

Be it known that I, WILLIS M. FARR, a citizen of the United States, residing at Dowagiac, in the county of Cass and State of Michigan, have invented certain new and useful Improvements in Sand-Bands for Vehicles; 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 appertains to make and use the same.

My invention relates to sand-bands for the hubs of vehicles; and it consists in a sand-band constructed as will be fully understood from the following description and claim, when taken in connection with the annexed drawings.

Referring to the annexed drawings, Figure 1 represents a vertical sectional view of a vehicle hub and axle, showing my device applied thereto. Fig. 2 is a perspective view of a covering-band, which may be used in connection with my device; and Fig. 3 is a perspective view of my device detached from the hub.

In the annexed drawings, B designates a vehicle-hub; D, the axle; E, the wooden portion overlying the axle and clipped thereto.

a and *v*, respectively, represent a cap or covering, and the clip-yoke securing the same in place.

f represents the band portion, which is provided with the prongs *r*, which are designed to be driven into the rear end of the hub for securing the same thereto, as clearly shown in Fig. 1 of the drawings. This band is further provided with an annular flange, *c*, extending outwardly from the cylindrical body portion, and between this flange and the hub a circular

channel or groove is formed, which receives all the sand, dirt, &c., carrying it to one side of the axle, thus preventing it from coming in contact with the hub-box and spindle.

In my Letters Patent numbered 282,066, of 1883, I show a sand-band having flanges on both ends, which band requires nails or screws to fasten it to the inner end of the hub. I do not claim this device. Neither do I claim, broadly, a sand-band having spurs on it to be driven into the end of a hub.

I am aware that annular flanged bands without spurs have been inserted into hubs, and notched bands used around the same, secured to the axle and surrounding said flanged bands, but not inserted into the hub, and therefore I disclaim such devices. I am not, however, aware that before my invention a sand-band was ever constructed having spurs or tapered prongs projecting from and forming part of a band or annulus on which is an annular flange, the spurs or prongs being on one end of the said band and the flange on the other end, as shown and described.

Having described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The described new manufacture—to wit, a sand-band for vehicles, consisting of an annulus, *f*, a flange, *c*, on one end, and prongs or spikes *r* on the other end, the whole formed entire—as specified.

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

WILLIS M. FARR.

Witnesses:

HENRY MICHAEL,
DANIEL LYLE.