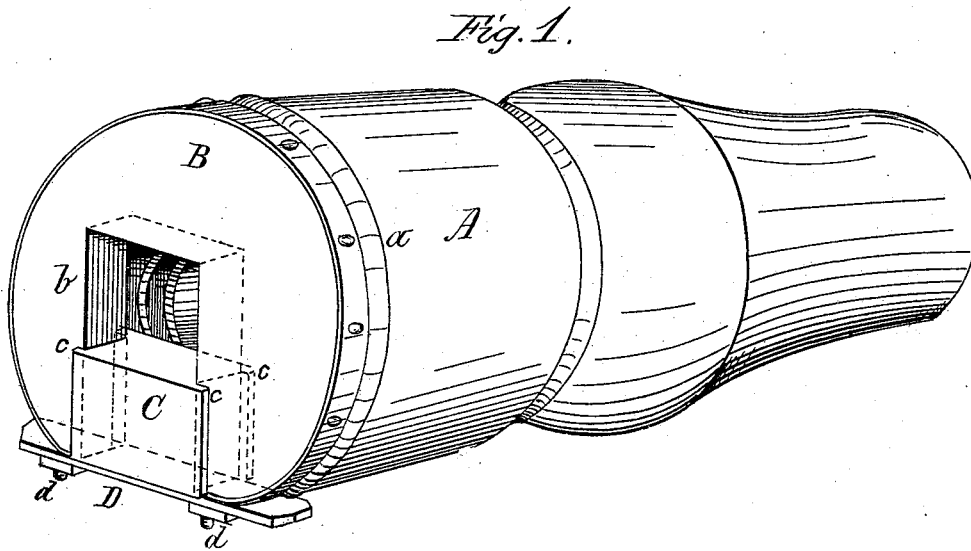
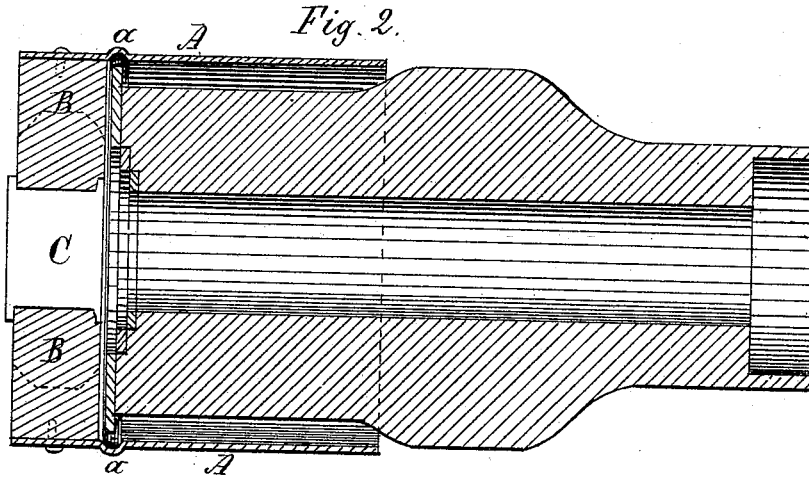


E. F. LANE.
Sand-Band for Vehicles.

No. 212,237.

Patented Feb. 11. 1879.



Witnesses
Henry Outh
A. H. Bliss

Inventor.
Eugene F. Lane
by W. H. Doubleday atty.

UNITED STATES PATENT OFFICE.

EUGENE F. LANE, OF ST. PAUL, MINNESOTA.

IMPROVEMENT IN SAND-BANDS FOR VEHICLES.

Specification forming part of Letters Patent No. 212,237, dated February 11, 1879; application filed October 24, 1878.

To all whom it may concern:

Be it known that I, EUGENE F. LANE, of St. Paul, in the State of Minnesota, have invented certain new and useful Improvements in Sand-Bands for Vehicles; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

Figure 1 is a perspective view of my improved sand-band; and Fig. 2 is a horizontal section taken on line *xy*, Fig. 1.

A is a hood, made, preferably, of sheet metal, and provided with a groove, *a*, adapted to fit over a corresponding rib, or a flange fastened to or formed on the hub. This hood may, however, be made of cast metal, of leather, rubber, or some other suitable material.

The hood is secured to the axle by means of a clip, constructed substantially as follows: The part B is circular to fit closely within the hood A, and should be, when made of metal, provided with a flange, to which the hood may be riveted or otherwise secured; or, when preferred, the hood may be soldered or brazed to the clip.

b is a rectangular opening formed in the part B to receive the axle, and although I have shown the upper part of this opening as having right-angled corners, yet it is apparent that it may be made in such shape as will fit any other form of axle. C is a clamping-block, fitting within the opening *b* in the part B of the clip, the block being grooved upon its vertical edges, so that it will properly engage with U-shaped edges of the part B; or the edges of the block may be U-shaped, and the corresponding edges of the part B made with grooves; or the block may be made with lips *c*, which clasp the sides of the part B, as shown.

D is a keeper or clamp, pierced at each end to receive bolts *d d* or set-screws, which pass through the strap or keeper into the part B. These bolts may be cast in the metal when preferred, or a stirrup or U-shaped bolt may be employed, which shall pass entirely through,

with nuts upon the upper side of the device; but in practice I prefer the construction shown.

It will, of course, be understood that the height of block C is to be such that when the nuts or set-screws are screwed up tightly the upper edge of the block will press firmly against the under side of the axle, and thus secure the device in place.

When the part B is made of wood the block or section C may be held in place by means of common wood-screws driven through the ends of the strap or keeper into the part B.

It will be observed that the keeper serves not only to hold the block C in place, but also to confine or assist in confining the lower edges of the hood to the clip.

Although there are some features of construction shown in this sand-band which are shown and described in an application filed by Jonathan Hitchcock and myself as joint inventors on or about May 31, 1878, yet I do not claim to be the sole inventor of any such inventions as may be found in said joint application.

Under some circumstances I may make the block C and the keeper D in one and the same piece, for which reason I do not wish to be confined to making said keeper in a piece separate and apart from the block.

From an examination of the drawings it will be readily seen that my construction possesses some advantages over one in which the block C is held in place by means of a pin passing through said block and the adjacent portion of the part B, from the fact that my block C can be adjusted to bind upon the under side of the axle by means of the screws *d d*, thus adapting the device for use upon axles of different sizes, and to support the hood firmly in the desired position on such axle; whereas in a construction employing a pin, as above set forth, no such adjustment can be effected.

It is also apparent that by the employment of the overlapping surfaces *cc* the block C is held from lateral displacement independently of the keeper D, whereby the device is more firmly held in place relative to the end of the hub.

What I claim is—

1. In combination with the hood A, and as a support therefor, the part B, block C, keeper D, and screw-bolts *d d*, substantially as set forth.

2. As a support for the hood A, the parts B C, having ribbed and grooved engaging-surfaces, in combination with a keeper, D, substantially as set forth.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

EUGENE F. LANE.

Witnesses:

CHAS. N. BELL,
R. B. GALUSHA.