

(No Model.)

J. HERBY.
WAGON SKEIN.

No. 419,991.

Patented Jan. 21, 1890.

Fig. 1.

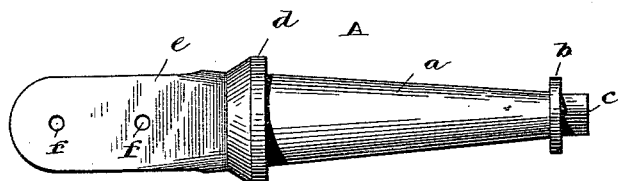


Fig. 2.

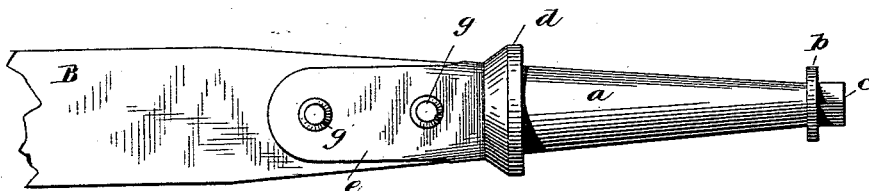
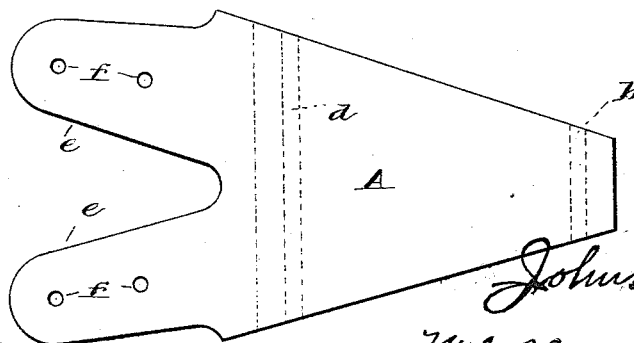


Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

JOHN HERBY, OF JAMESTOWN, NEW YORK, ASSIGNOR OF ONE-HALF TO
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WAGON-SKEIN.

SPECIFICATION forming part of Letters Patent No. 419,991, dated January 21, 1890.

Application filed November 13, 1889. Serial No. 330,158. (No model.)

To all whom it may concern:

Be it known that I, JOHN HERBY, a citizen of the United States, residing at the city of Jamestown, in the county of Chautauqua and State of New York, have invented certain new and useful Improvements in Wagon-Skeins; 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.

The object of my invention is to provide a strong and durable wagon-skein, and one better protected against water settling in the bottom of the skein than steel skeins heretofore made, and one more firmly secured to the axle-wood; and the improvements consist in forming the skein from a metal blank that has long extension-strips, which, when formed into shape, extend a long distance edgewise against the axle-wood, and is secured to the same by bolts passing horizontally through the axle, all of which will be fully understood by this specification and the accompanying drawings, in which—

Figure 1 is a perspective view of the skein; Fig. 2, a skein as attached to axle-wood, rear clamps or extensions being edgewise; and Fig. 3, a skein-blank.

In the drawings, Fig. 3 represents a metal

blank, preferably of sheet-steel, which has long rear extensions *e e*, with holes *f f*, and when formed, and has a collar *d* secured thereto, appears as shown in Fig. 1, and when placed on the wood axle B appears as shown in Fig. 2, being firmly secured by bolts *g g*, as shown in Fig. 3.

The great improvement of my steel skein over others is, that the extended arms *e e*, being long and edgewise, as shown in Fig. 2, not only make a much stronger gear, but the skein is held much more securely to the axle, and the shape is such that if water should ever pass behind the skeins from the top it would soon cross the strip and pass out on the under side, and no water will ever lie in the bottom of the skein to cause the wood to decay.

I claim—

In wagon-skeins, the metal skein A, provided with long extension-supports *e e*, with suitable means of securing the same to the axle-wood in a vertical position, substantially as shown, and for the purpose set forth.

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

JOHN HERBY.

Witnesses:

MILO HARRIS,

F. W. STEVENS.