H. L. HINDS.

WAGON AXLE-SKEIN.

No. 191,679. Patented June 5, 1877.

Fig. 1

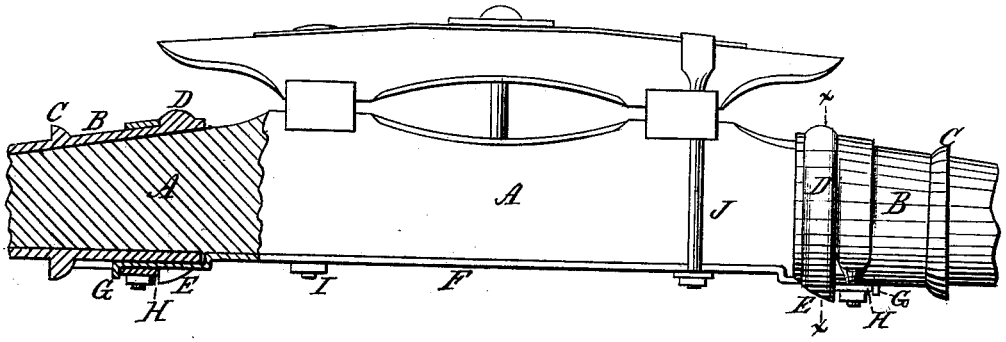


Fig. 2.

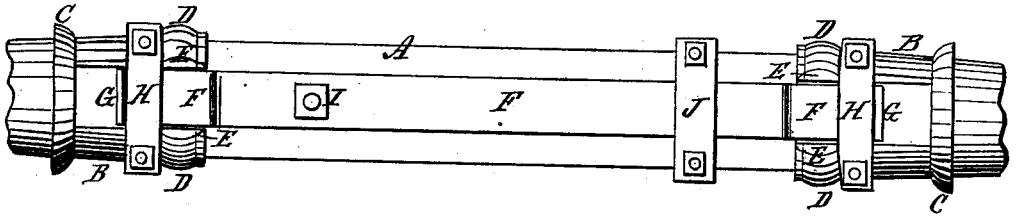
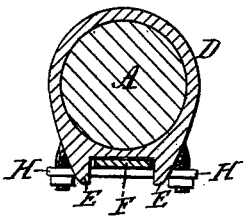


Fig. 3.



Witnesses:

Jno. J. Bonsall

John Tyler

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By Attorney...

Wm. C. Linton

UNITED STATES PATENT OFFICE.

HUGH L. HINDS, OF SOUTH BEND, INDIANA.

IMPROVEMENT IN WAGON-AXLE SKEINS.

Specification forming part of Letters Patent No. **191,679**, dated June 5, 1877; application filed May 4, 1877.

To all whom it may concern:

Be it known that I, HUGH L. HINDS, of South Bend, in the county of St. Joseph, and State of Indiana, have invented certain new and useful Improvements in Wagon-Axle Skeins; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, making a part of this specification.

My invention relates to certain improvements in axle-skeins, and their attachment to the axle. It has for its object the retention of the same in position, and the strengthening of the axle by one and the same means; and, with these ends in view, my invention consists in forming the skein with a flat surface inside the shoulder, and with two downwardly-projecting lugs, and connecting the two skeins of the axle by means of a horizontal bar running along the under side of the axle and beyond the lugs, and then turned downwardly to form a shoulder, and locating between said shoulder and the lugs on the skein a cross-bar held in place by a suitable clip, as will be hereinafter more fully set forth.

To enable those skilled to more fully understand the construction and advantages of my improvements, I will describe the same, referring by letters to the accompanying drawing, in which—

Figure 1 shows a side view, with one end in section, of an axle embracing our improvements; Fig. 2, a bottom view thereof; and Fig. 3, a section taken at the line *x x* of Fig. 1.

Similar letters indicate like parts in the several views.

A is the wooden axle, upon which is arranged the suitable bolsters, &c., secured in any well-known or desirable manner. B are the skeins formed with a shoulder, C, against which the box of the wheel comes in contact.

The skein B, inside of the shoulder C, is tapering and cylindrical, except on the bottom side, which is flat to a given extent, as clearly seen at Figs. 2 and 3. E E are two ears or lugs projecting downwardly from the rear or inside end of the skein, and each side of the flat portion these lugs are the termini of a rib, D, formed on the rear or inside end of the skein, or they may be formed in any other manner. F is a horizontal bar or plate adapted to lie against the under side of the axle, and, passing between the lugs or ears E, is bent at right angles to form a short shoulder, G, at any suitable point between the ears E and the shoulders C. H is a cross-bar or plate of a width exactly equal to the distance between the ears E on the skein and the shoulder G of the horizontal brace-bar F. The cross-bar H is held in place by a suitable clip, or in any other desirable manner, and the bar F is secured to the under side by central bolts I or clips J.

From this construction and arrangement it will be readily understood that the bar F, with its shoulders G at each end, the interposed cross-bar H, and ears E, not only serve to retain the two skeins in a given relation to the axle and each other, but that the bar F becomes also a truss to strengthen the axle.

What I claim as new, and desire to secure by Letters Patent, is—

1. An axle-skein formed with a portion of its circumference inside the shoulder flat, and with projecting ears or lugs each side of said flattened portion, substantially as herein shown and described.

2. In combination with an axle-skein having a flattened portion and projecting ears or lugs, a horizontal truss-bar with a shoulder at each end, and an interposed cross-bar, substantially as and for the purposes hereinbefore described.

Witness my hand this 13th day of April, A. D. 1877.

H. L. HINDS.

Witnesses:
I. L. TAYLOR,
ED. BYERLEY.