

A. M. DISBROW.
Thimble-Skein.

No. 207,507.

Patented Aug. 27, 1878.

Fig. 1.

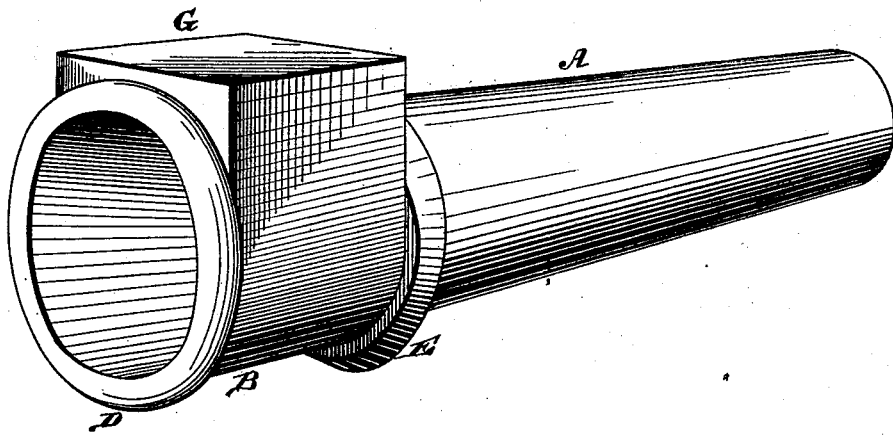
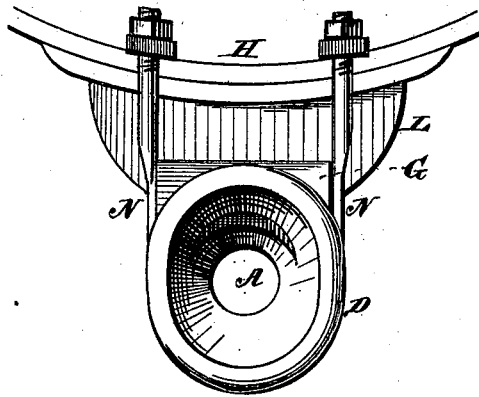


Fig. 2.



WITNESSES

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ANDREW M. DISBROW, OF GRAFTON, ILLINOIS.

IMPROVEMENT IN THIMBLE-SKEINS.

Specification forming part of Letters Patent No. **207,507**, dated August 27, 1878; application filed July 13, 1878.

To all whom it may concern:

Be it known that I, ANDREW M. DISBROW, of the town of Grafton, in the county of McHenry and State of Illinois, have invented a new and valuable Improvement in Thimble-Skeins; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a perspective view of my thimble-skein, and Fig. 2 is an end view of the same, showing the spring applied.

My invention relates to means for attaching the supporting-springs of vehicles to the running-gears thereof; and it consists in the novel construction of the upper side of the butt of a thimble-skein to form a rectangular block with a flat upper surface, as hereinafter described, whereby said springs may be connected directly to the butt of the skein by means of ordinary spring-blocks and ordinary clips, as set forth and claimed.

In the annexed drawings, the letter A represents the arm or thimble portion of my skein, which serves as the bearing for the wheel.

B represents the butt, upon each end of which is constructed a flange, represented respectively by the letters D and E, as shown.

The letter G represents my improvement, which consists of a raised block, preferably rectangular in shape, rigidly attached to the upper side of the butt, as represented on Fig. 1 of the drawings.

The method of attaching carriage-springs to my thimble-skein is fully shown on Fig. 2 of the drawings, in which the letter H represents a spring; L, the spring-block, and N N connecting-clips. The spring-block and clips are of the usual construction, and the union is effected by resting the spring-block upon the thimble-block G, and then clasping the butt with the clips in the manner shown.

The means described for connecting carriage-springs to the running-gears are found to be very economical, safe, and efficient.

I am aware of the device patented to Elisha H. Wheeler, January 30, 1872, No. 123,135, for a similar purpose, and such construction is not sought to be covered in this application.

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

The thimble-skein described, consisting of the arm A, butt B, flanges D and E, and having the rectangular block G constructed and adapted to operate relatively to, and in combination with, the spring H, spring-block L, and connecting-clips, as herein specified, for the purpose set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

ANDREW M. DISBROW.

Witnesses:

WILLIAM G. SAWYER,
WILLIAM TAIT.