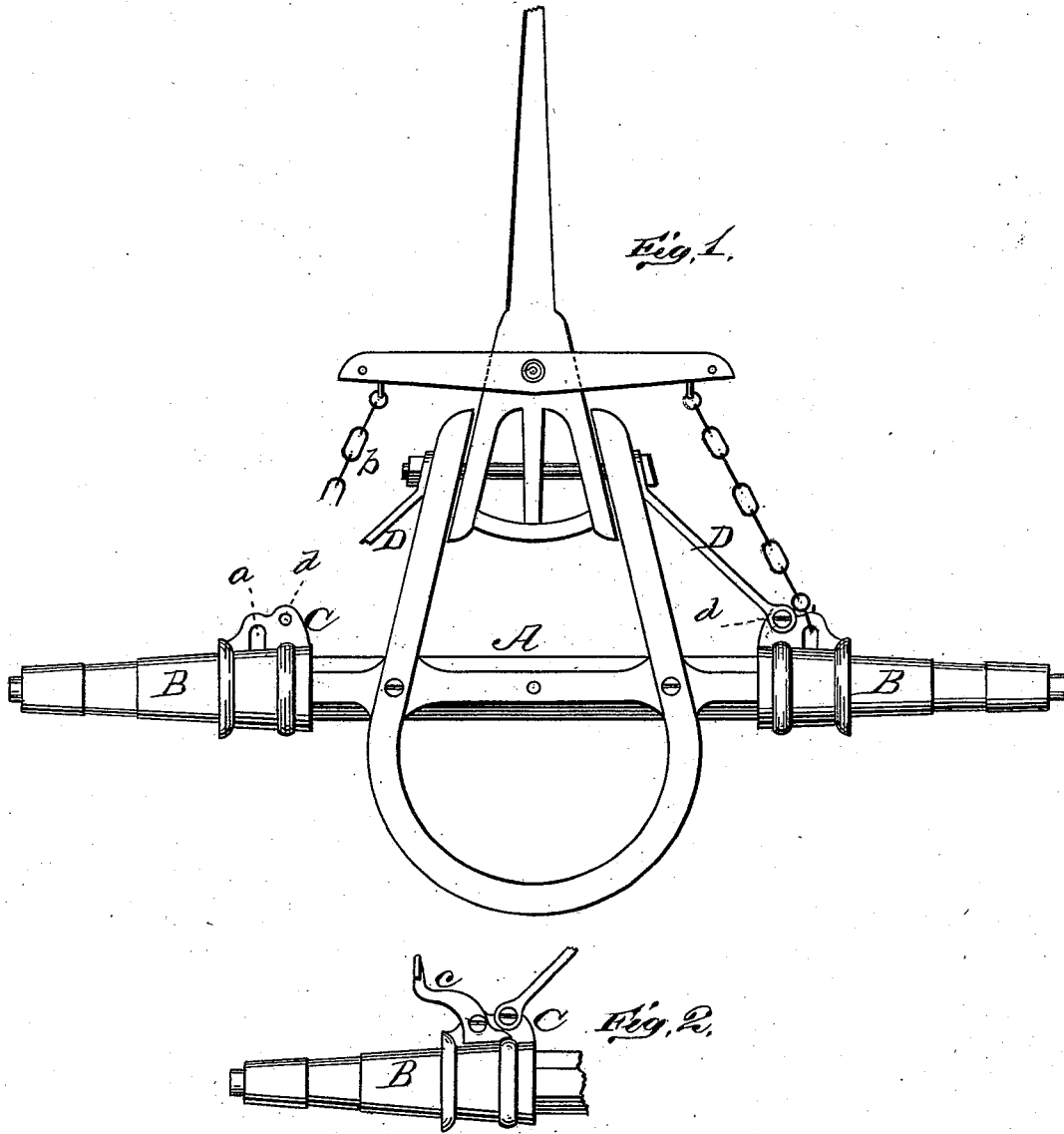


L. A. WINCHESTER.  
Vehicle Axle-Skein.

No. 209,096.

Patented Oct. 15, 1878.



WITNESSES  
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# UNITED STATES PATENT OFFICE.

LUCIUS A. WINCHESTER, OF WHITE WATER, WISCONSIN.

## IMPROVEMENT IN VEHICLE-AXLE SKEINS.

Specification forming part of Letters Patent No. 209,096, dated October 15, 1878; application filed August 24, 1878.

*To all whom it may concern:*

Be it known that I, LUCIUS ALLEN WINCHESTER, of White Water, in the county of Walworth and State of Wisconsin, have invented a new and valuable Improvement in Thimble-Skeins for Farm or Freight Wagons; 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 representation of a top view of my improved thimble-skein applied, and Fig. 2 is a detached view of the same.

This invention has relation to axle-skeins; and it consists in casting thereon a front horizontal flange or lug, having a loop or loops for the attachment of stay-chains or draft-guides, and an eye to receive one end of the hound-brace, all as hereinafter shown and described.

The object of this invention is to provide a strong and simple means of attachment for stay-chains or draft-guides and hound-braces to the axle.

In the accompanying drawings, the letter A designates the axle of a wagon; and B the axle-skein, which is of the usual form and construction, except that the flange or lug C is cast upon the front part of its inner or butt end, being the portion which is always exposed. This flange or lug is extended in the direction of the length of the skein, and is cast with a loop, *a*, next the spindle-shoulder, said loop being for the attachment of the rear end of the stay-chain *b* or draft-guide *c*, the guide in the latter case being formed with a broad bearing end, which lies on the flange C, to which it is bolted through the loop, and is shaped to fit neatly against the skein. An eye, *d*, is also formed in the flange or lug C to receive the bolt or fastening of the rear end of the hound-brace

D, the forward end of which is attached to the hounds in the usual manner.

The construction above described is very strong because of the extension of the flange to the direction of thrust.

By forming the loop for the stay-chain on the axle-skein it is brought as near to the end of the axle as possible, and gives the team a better leverage over the load; and by this mode of attaching the hound-brace, the forward end of which is secured to the queen-bolt, by which the tongue is fastened, the hounds are materially strengthened, and made better able to resist strain in turning or pulling over bad places in the road, while the horizontal flange on the skein is not liable to be broken.

The skein is cast in the usual manner, a pattern thereof having the loop and eye flange being used to form the mold.

I am well aware that skeins have been cast with brace-loops on the bottom or under side of the butt-end, and that it is not new to attach a clip to the skein, said clip having hooks or loops for the stay-chain and hound-brace, and I do not claim, therefore, such invention.

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

The axle-skein consisting of the skein B, having the horizontal flange or lug C cast upon the front part of its inner or butt end, said lug being provided with a loop, *a*, at its outer end, adapted to receive a stay-chain, *b*, or draft-guide *c*, and an eye, *d*, at its inner end for the reception of the hound-brace D, substantially as specified.

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

LUCIUS ALLEN WINCHESTER.

Witnesses:

J. A. PARTRIDGE,  
E. M. WILCOX.