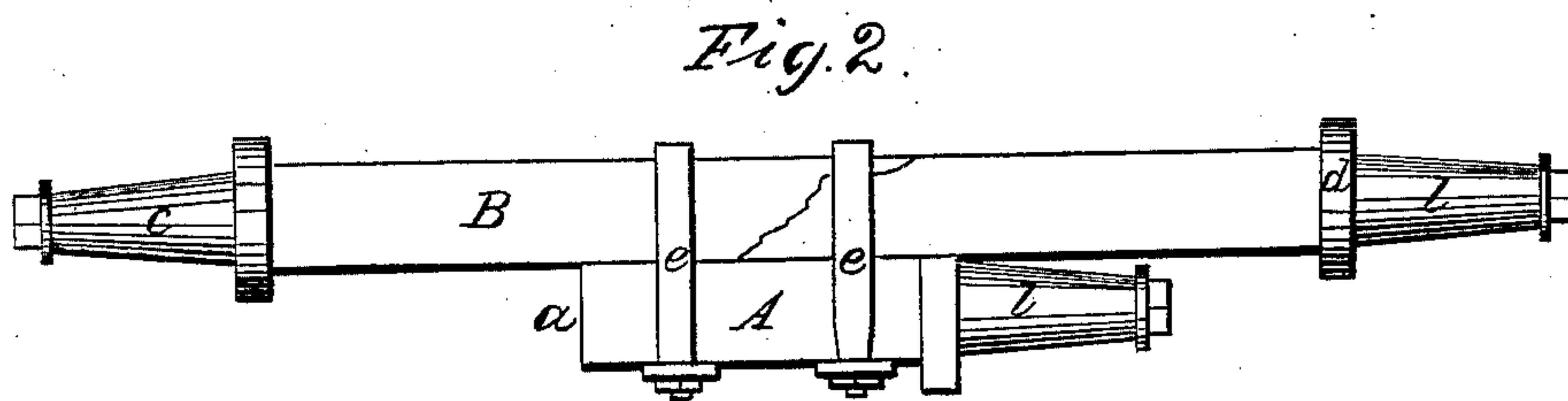
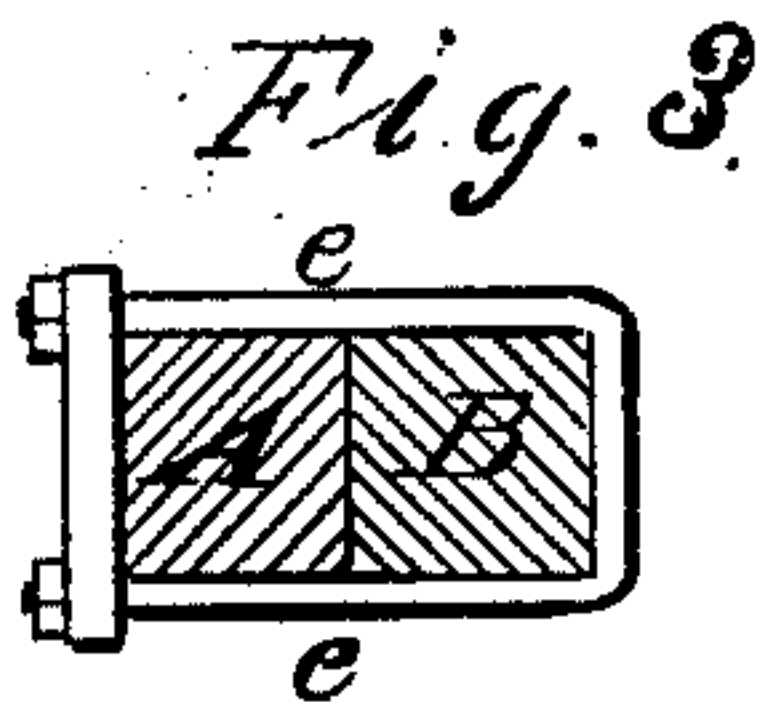
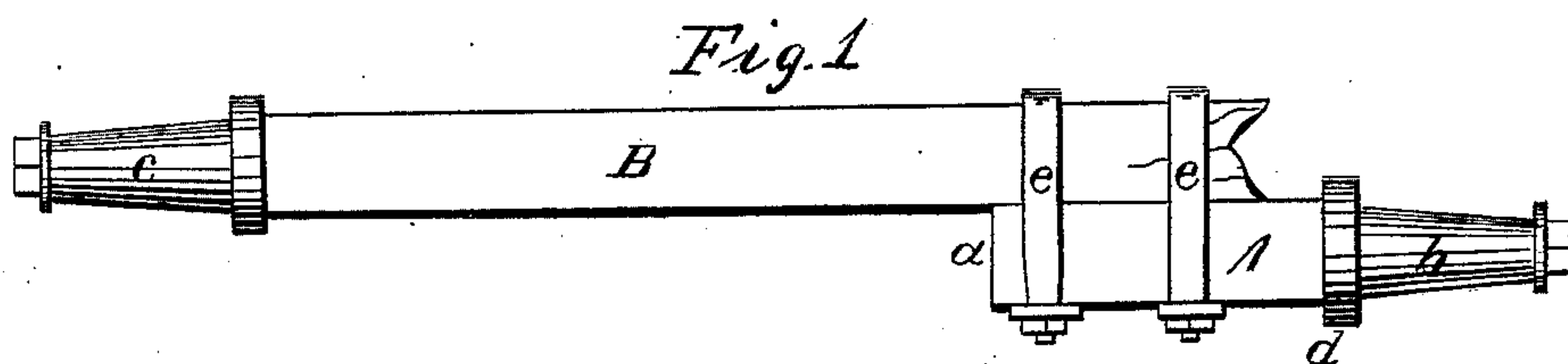


J. E. BALDERSTON.

Axle.

No. 34,189.

Patented Jan. 21, 1862.



Witnesses;

Charles E. Foster
C. Howson.

Inventor.

Henry Howson
Att'y for J. E. Balderston.

UNITED STATES PATENT OFFICE.

JOHN E. BALDERSTON, OF PHILADELPHIA, PENNSYLVANIA.

IMPROVED SPLICING-BAR FOR AXLES.

Specification forming part of Letters Patent No. 34,189, dated January 21, 1862.

To all whom it may concern:

Be it known that I, JOHN E. BALDERSTON, of Philadelphia, Pennsylvania, have invented a Splicing-Bar for Axles; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

My invention consists of a bar having a journal on which to hang a wheel, the said bar being constructed for attachment to a broken axle by means of strap-bolts, in the manner described hereinafter, so that an axle when broken in the middle or near one end may be readily and securely repaired, and at the same time be in a proper condition for receiving the wheels, thereby avoiding the delay and inconvenience incurred in repairing an axle with the ordinary appliances.

In order to enable others to make and use my invention, I will now proceed to describe its construction and operation.

On reference to the accompanying drawings, which form a part of this specification, Figures 1 and 2 are plan views of my improved splicing-bar for axles, and Fig. 3 a transverse section.

When the axle of a gun-carriage, wagon, or other conveyance breaks, much delay and inconvenience are experienced in repairing it, and in the case of the axle of a gun-carriage the fracture is frequently of such a nature as to render a remedy by the usual appliances so difficult and tedious that an abandonment of the carriage with its gun becomes necessary.

A is my improved splicing-bar, the portion

a of which is of the same or nearly the same width and depth as the body of the axle B, one end of the bar being provided with a journal b of the same form as the journal c of the axle, and having a similar collar d, and similar nut and washer or other equivalent devices for retaining the whole in its place.

Should an axle be broken near one end, as seen in Fig. 1, the piece broken off is laid aside and the splicing-bar A is secured by the strap-bolts e e to the side of the axle at such a point that its journal b shall occupy the same position in respect to the opposite journal c as that previously occupied by the journal broken off. It will be readily seen that after the broken axle has been thus repaired it is at once in a condition for receiving the wheel previously hung to the broken end of the axle and that the usual delay in effecting the desired repair is obviated.

Should the axle be broken in the middle, as seen in Fig. 2, the splicing-bar A is equally as available for remedying the fracture as when the latter occurs near one end of the axle.

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

The splicing-bar A, with its journal b, and the strap-bolts e e, the whole being constructed and arranged for application to a broken axle, as and for the purpose herein set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOHN E. BALDERSTON.

Witnesses:

HENRY HOWSON,
JOHN WHITE.