

F. SCHERB.
Carriage Axle.

No. 101,521.

Patented April 5, 1870.

Fig 1.

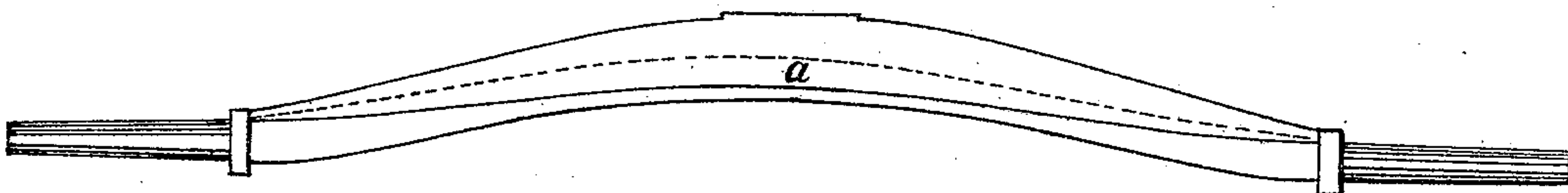


Fig 2.

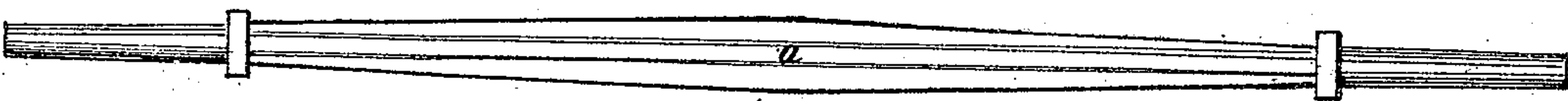


Fig 3.

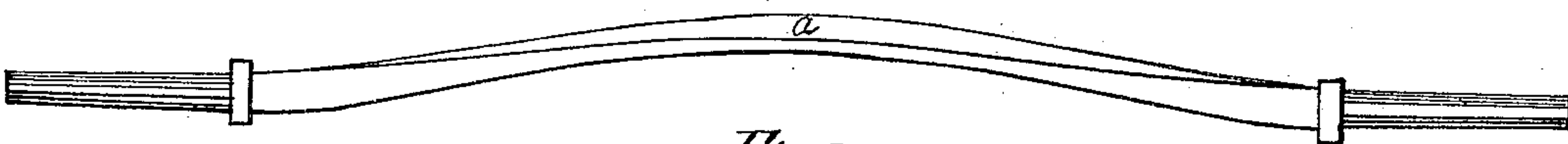
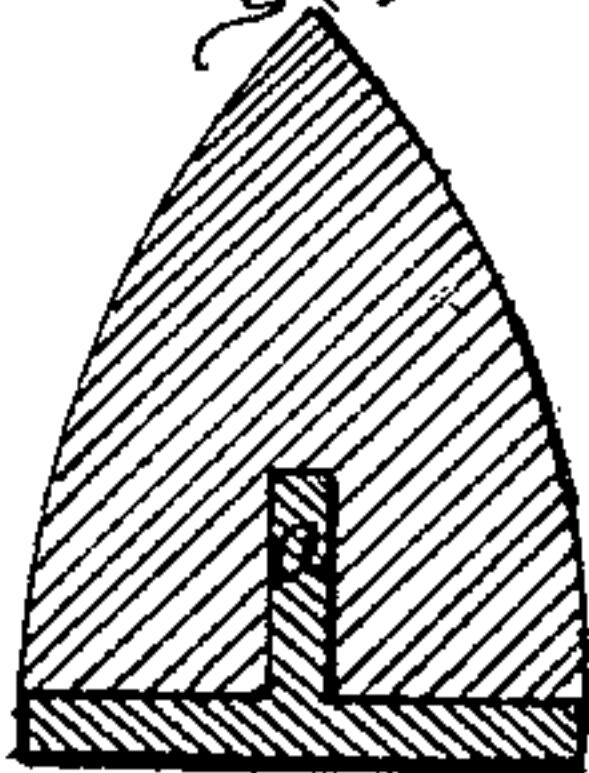


Fig 4



Witnesses.

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By his Atty. J. Dennis, Jr.

United States Patent Office.

FRANCIS SCHERB, OF NEW YORK, N. Y.

Letters Patent No. 101,521, dated April 5, 1870.

IMPROVEMENT IN CARRIAGE-AXLES.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, FRANCIS SCHERB, of New York city and county, in the State of New York, have invented a new and Improved Carriage-Axle; and I hereby declare the following to be a full and exact description thereof, reference being had to the accompanying drawings forming part of this specification.

The nature or essence of my invention consists in making a metallic axle for carriages or vehicles the middle part of which consists of a flattened plate provided with a rib or angle piece to stiffen and strengthen it.

In the drawing hereinbefore mentioned—

Figure 1 is an elevation of my improved axle with a wooden stock or bolster upon it;

Figure 2 is a plan or top view of the metallic axle;

Figure 3, an elevation of the same; and

Figure 4, a transverse section of the axle and stock.

I forge the metal axle A of iron or steel with the rib *a*, the whole made in one piece, the middle part of A being reduced to a flattened plate, as shown.

I form the rib *a* so that it shall extend along the middle of the top of the plate, and make it in thickness somewhat less than the plate, and in width about equal to half the same, but the precise location, width, or thickness is not material.

I also make the plate of the axle so that it becomes thicker toward the wheel-journals and the rib *a* to taper off and become narrower in the same part.

B is a wooden stock or bolster fitted upon the metal axle, a groove being cut in it to receive the rib *a*, so that the stock may fit closely upon the plate of the axle A and cover entirely the projecting rib.

By the above described mode of construction I combine in my improved axle lightness, stiffness, and strength in a high degree, and the rib *a* being entirely concealed by the wooden stock B a very neat appearance is presented.

It is to be understood that I do not claim a flat axle bar strengthened by a separate piece fastened upon it by clips or other similar device, such a construction being already in use; but

I claim as a new article of manufacture—

A metal carriage-axle, the middle part of which consists of a flattened plate stiffened and strengthened by a projecting angle piece or rib, when the whole is made in one piece, substantially as described.

FRANCIS SCHERB.

Witnesses:

S. OPPENHEIMER,
JAMES LEVY.