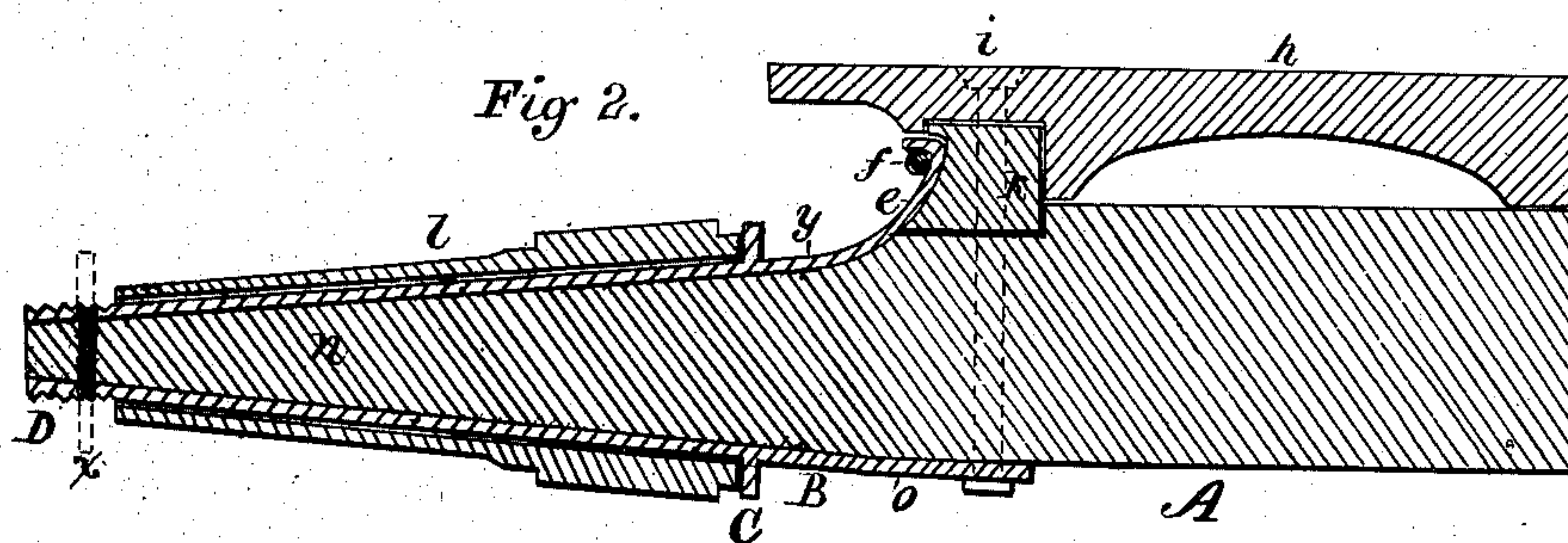
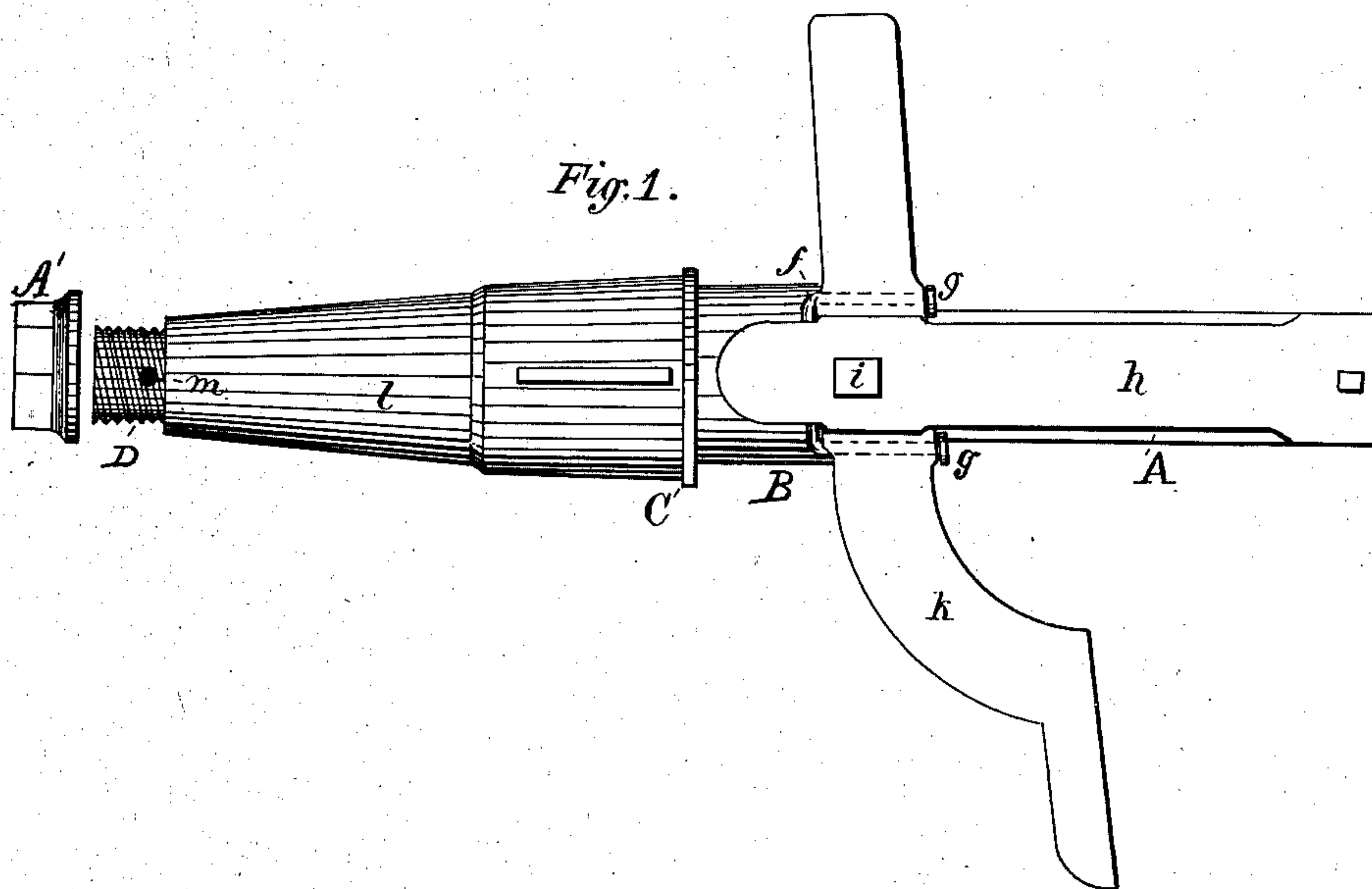


**W. A. EHRGOTT.**  
**Running-Gears for Vehicles.**

No. 154,657.

Patented Sept. 1, 1874.



WITNESSES  
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# UNITED STATES PATENT OFFICE.

WILLIAM A. EHRGOTT, OF PITTSBURG, PENNSYLVANIA.

## IMPROVEMENT IN RUNNING-GEARS FOR VEHICLES.

Specification forming part of Letters Patent No. **154,657**, dated September 1, 1874; application filed June 27, 1874.

*To all whom it may concern:*

Be it known that I, WILLIAM A. EHRGOTT, of Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented a certain new and useful Improvement in Axle and Skein; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

My invention relates to an improvement in the axle and skein or thimble of wagons; and consists in so constructing the latter that its upper inner end will curve upward, and press against the outer side of the hounds of the wagon-tongue, and the lower inner end under the axle to a vertical line with the inner side of the hounds, so that the bolts which pass through the bolster-hounds and axle for tying them together will also pass through the lower extension of the skein or thimble, the whole being so constructed, combined, and arranged with relation to each other, as to impart strength and firmness, and brace the several parts.

To enable others skilled in the art to make and use my invention, I will proceed to describe its construction and operation.

In the accompanying drawings, which form part of my specification, Figure 1 is a top view of my improvement in axle and skein for wagons. Fig. 2 is a longitudinal and vertical section of the same.

In the accompanying drawings, A represents the axle, which is constructed of wood, and is of the usual form, excepting the recesses for hounds. The hounds *k* for the wagon-tongue are of ordinary construction, except the curved recess in the outer side for the reception of the upper and curved extension *e* of the axle-skein. The axle-skein B is constructed of wrought-iron plate cut to a suitable pattern, then bent, and the joint welded together by the forging process. It may be cast of steel or cast of "Missouri pig iron,"

and subsequently converted into steel. The curved extension *e* forms a brace for the hounds *k*, and by means of the "clip" *f*, and its screw-nuts *g*, the skein B can be drawn on a horizontal line firmly home on the coniformed points *n* of the axle A, and firmly against and into the recess in the sides of the hounds *k*, thereby securely bracing them in their recesses in the axle A. The lower extension *o* of the skein B projects back on the under side of the axle A to a vertical line with the inner side of the hounds *k*, so that the bolt *i*, which passes through the bolster *h* and axle A, shall also pass through the extension *o* of the skein B, thereby firmly securing these several parts together, and causing them to brace each other, whereby all jarring action and strain of the running-gear of the wagon shall be distributed through the several parts. The form and extent of the extension of the skein B gives its strength at the point where the skein usually breaks, viz., between the line *y* and outer side of the hounds *k*. The skein B is provided with the usual flange C for the inner end of the box *l* to press against. D represents screw-threads for the nut A', shown in Fig. 1. The skein is furnished with an opening, *m*, for a linchpin, indicated by the dotted lines *x*. The openings *m* and linchpin *x* are only used in case of the loss of the nut A'. The advantage of the opening and pin, in case of the loss of said nut, will be apparent, without further description.

Having thus described my improvement, what I claim as of my invention is—

The skein B, having the curved extension *e* and lower extension *o*, in combination with the clip *f*, hounds *k*, bolster *h*, bolt *i*, and axle A, substantially as and for the purpose set forth.

WILLIAM A. EHRGOTT.

Witnesses:

WM. W. S. DYRE,  
JAMES J. JOHNSTON.