(No Model.)

T. EBERLINE.

AXLE SKEIN.

No. 283,982. Patented Aug. 28, 1883.

Fig. 1.

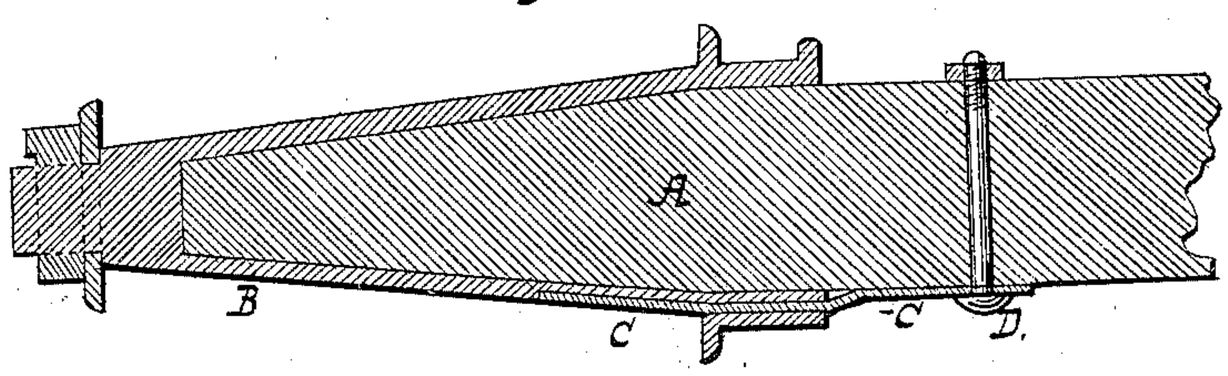
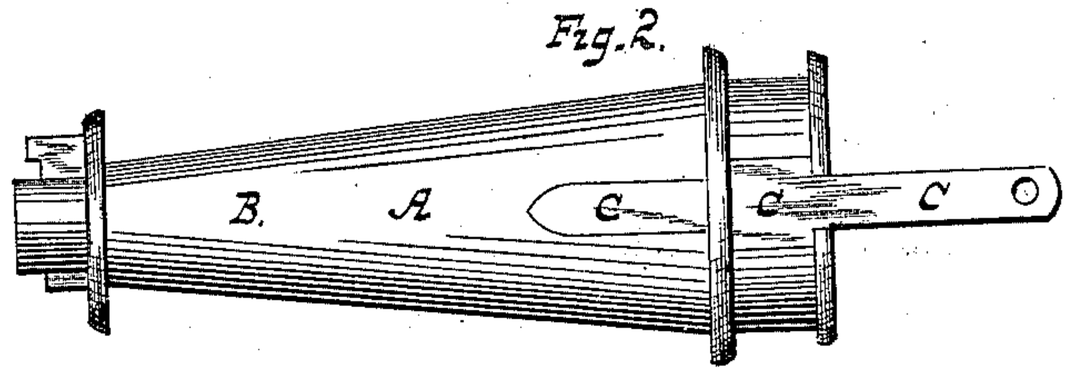


Fig. 2.



Attest:

W. B. Chappell

W. E. Stearns

Inventor:

Thomas Eberline,

by F. B. Brock,

Atty.

UNITED STATES PATENT OFFICE.

THOMAS EBERLINE, OF TARENTUM, PENNSYLVANIA.

AXLE-SKEIN.

SPECIFICATION forming part of Letters Patent No. 283,982, dated August 28, 1883.

Application filed May 10, 1883. (No model.)

To all whom it may concern:

Be it known that I, THOMAS EBERLINE, a citizen of the United States, residing at Tarentum, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Axle-Skeins, of which the following is a specification, reference being had therein to the accompanying drawings.

Figure 1 represents a central vertical longitudinal section of my improved axle-skein, showing a portion of the axle-tree to which it has been applied. Fig. 2 shows a bottom view of the axle-skein.

My invention relates to axle-skeins generally used upon wooden axle-trees.

The axle-skeins commonly used upon axle-trees of this description are composed of a conical iron thimble slipped upon the ends of the axle and secured thereon by a screw which passes through the outer end of the skein and embeds itself in the wood of the axle. This screw soon loses its hold, causing the skein to become loose, and is the cause of much annoyance and expense because of its rendering the skein more liable to become broken.

To obviate the difficulty above mentioned I have applied a steel strip, C, to the inner end of the axle-skein and where a large part of the wear on the skein occurs by the revolution of the wheel. This steel strip lies flush with the bearing-surface of the skein.

In the inner end of the strip is pierced a hole through which the bolt D passes, the bolt D passing also through the axle A where it is suitably secured by a nut or otherwise. The steel strip C may have an enlargement or shoulder between its outer end and bolt D, or in other words outside the inner stationary washer or shoulder of the skein. The object of this strip, besides forming a steel underbearing for the inner end of the axle-skein, prevents the skein from becoming loose. This is secured by the direct attachment of the inner end of the strip by the bolt D passing through the axle.

By arranging the steel strip C to lie but partially under the axle-skein and nearest the inner shoulder or boss of the skein, I construct an axle-skein which can be put upon the market at a much cheaper price than those which have the strip extending the whole length of the axle. Moreover, I have found in practice that the greater part of the wear comes upon the inner and larger part of the axle, and that it is not necessary that the steel strip project farther than I have described and shown it in drawings.

I do not claim, broadly, the insertion of a steel strip in the axle-skein of a wagon.

What I claim as new, and desire to secure by Letters Patent of the United States, is—

In combination with a wagon-axle, the axle-skein B, and the steel bearing-strip C, one end of which extends partly across the cast-iron skein where the hub of the wheel revolves to prevent wear at that point, the midlength of the strip having a shoulder formed thereon, arranged to abut against the inner collar of the skein, and the other end of the strip constituting a tang through which the bolt D passes to secure the device to the axle, substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

THOMAS EBERLINE.

Witnesses:
JOHN D. ELWELL,
HENRY GONLOCK.