

(No Model.)

G. W. TAYLOR.
WAGON AXLE.

No. 507,181.

Patented Oct. 24, 1893.

Fig. 1.

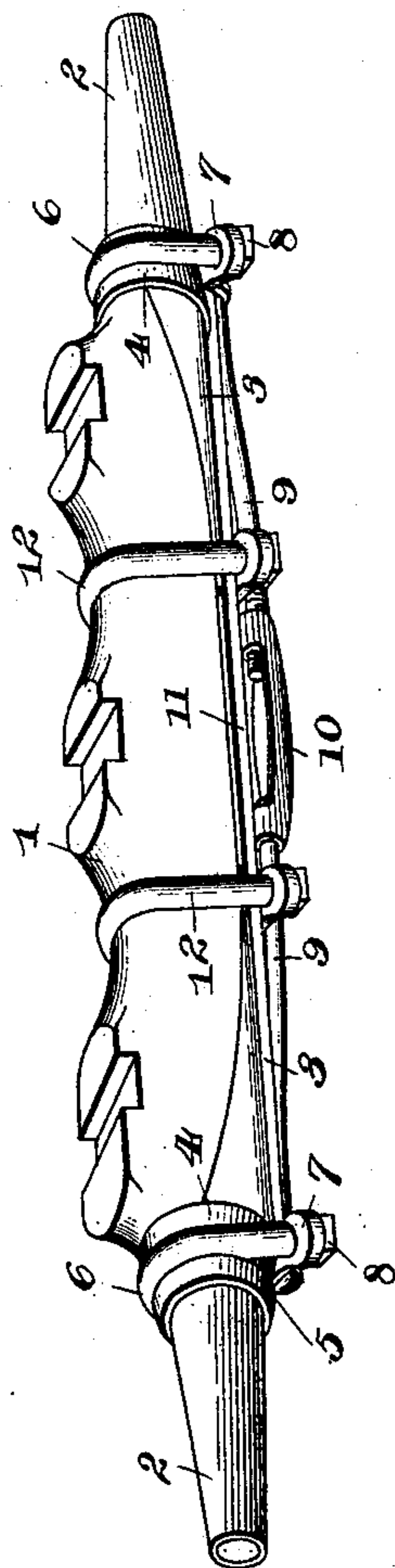


Fig. 2.

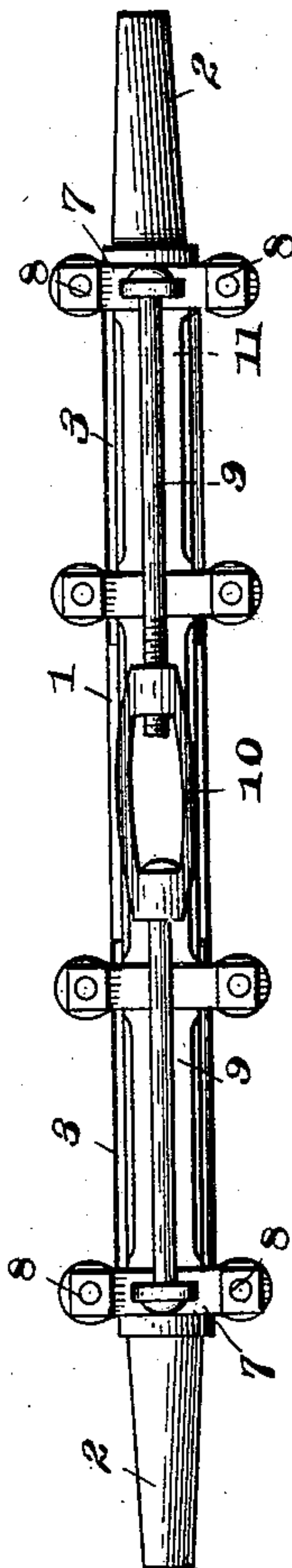
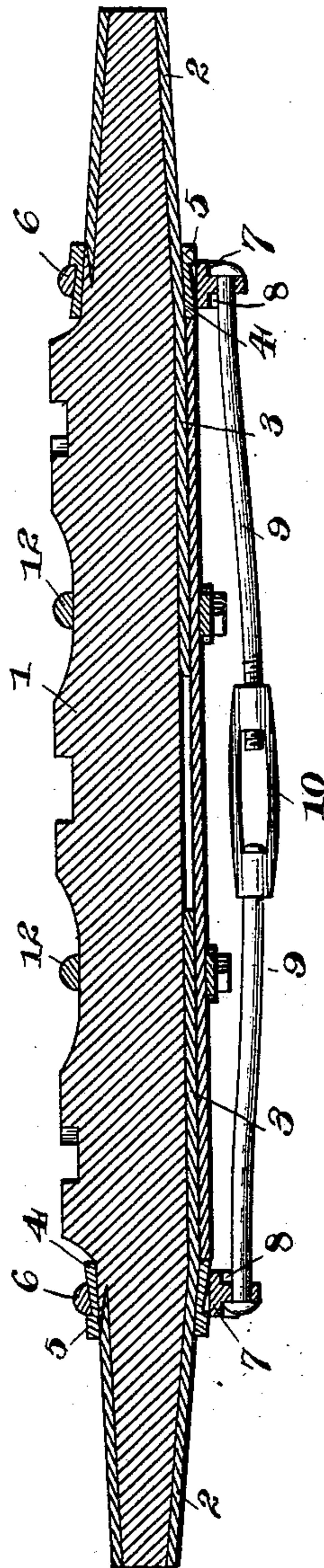


Fig. 3.



Witnesses
Chas. S. Hoyer.
Chas. S. Hoyer.

Inventor
G. W. Taylor,
by C. S. Hoyer, Attorney.

UNITED STATES PATENT OFFICE.

GEORGE W. TAYLOR, OF BUTTE, MONTANA, ASSIGNOR OF ONE-HALF TO
E. J. MIDDLESWART, OF SAME PLACE.

WAGON-AXLE.

SPECIFICATION forming part of Letters Patent No. 507,181, dated October 24, 1893.

Application filed May 31, 1893. Serial No. 476,144. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. TAYLOR, a citizen of the United States, residing at Butte, in the county of Silver Bow and State of Montana, have invented a new and useful Wagon-Axle, of which the following is a specification.

This invention relates to wagon axles, and has for its object to provide means for holding the skeins in position and adjusting the same, together with means for thoroughly bracing the under side of the axle by a construction which is simple and effective in its nature, strong and durable, and easily and readily applied.

With these and other objects in view, the invention consists of the construction and arrangement of the parts thereof as will be hereinafter more fully described and claimed.

In the drawings: Figure 1 is a perspective view of an axle, showing the improved construction applied thereto. Fig. 2 is a bottom plan view of an axle embodying the invention. Fig. 3 is a central longitudinal vertical section of the improved axle and its attachments, shown on a large scale.

Similar numerals of reference indicate corresponding parts in the several figures of the drawings.

Referring to the drawings, the numeral 1 designates an axle-beam having skeins slipped over the opposite ends thereof, as at 2, that are supplied with lower extensions 3, extended inwardly under and bearing against the lower side of the said axle-beam. On the said skeins are removably fitted sleeves 4, that have outer grooved surfaces 5, to receive clips 6, formed with screw-threaded ends that are passed through tie-plates 7, and secured by nuts 8. Extending inward from the said tie-plates 7 are rods 9, one of which has swiveled thereto a turn-buckle 10, that is adapted to engage the screw-threaded end of the opposite rod 9, and is located under the axle-beam, the whole forming a truss by which the sleeves 4 are drawn firmly inward over the axle-skeins to securely hold the latter in position. By this means it will be seen that the skeins may be adjusted as found necessary and desirable to always keep the lower parts of the wheels

spaced apart a proper distance. The outer ends of the rods 9 are provided with heads and are arranged in openings of ears depending from the tie-plates.

Bearing against the extensions 3, of the skeins, and the under side of the axle-beam, is a metallic bar 11, that is held in place by a pair of clips and tie-plates 12, the said tie-plates bearing against the said bar and holding the same firmly against the extensions 3, to thereby prevent the latter from becoming loose or misplaced. By this means a strong reinforcement is supplied which will render the axle exceptionally durable and will assist in preserving the shape of the same.

The herein described improvement strengthens the axle to such an increased degree as to cause it to carry nearly double the load, and the main advantage of the entire device is that after the axle has become sprung on the point so that the wheels stand apart at the bottom, the truss may be adjusted to draw the points of the axle down so that the wheels will stand the right distance apart at the bottom; and this operation may be accomplished without detaching any of the parts, as the clips or stirrups fitting over the sleeves on the skeins and acted upon by the tie-plates connected to the rods 9, and adjustable through the central turn-buckle 10, will produce the required adjustment when the said turn-buckle is adjusted as desired.

Changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

Having described the invention, what is claimed as new is—

1. The combination of an axle beam, skeins mounted on the ends of the beam and provided with lower inward extensions 3, a bar extending longitudinally of the axle beam and arranged on the extensions 3, clips securing the bar and the extensions 3 to the axle beam, detachable sleeves arranged on the inner ends of the skeins, axle clips mounted on the sleeves, and connections between the axle clips, substantially as described.

2. In an axle-beam, the combination of

skeins, sleeves mounted on said skeins having
outer grooved surfaces, clips or stirrups en-
gaging said grooved surfaces of the sleeves,
tie-plates secured to said clips or stirrups, rods
5 extending inwardly from said tie-plates to
form a truss, one of which has an inner screw-
threaded end, a turn-buckle swiveled to the
inner end of one rod and engaging the screw-
threaded end of the other rod, a metallic bar
10 resting against the under side of the axle-
beam and a portion of the skeins, and clips
for holding said bar in position, substantially
as described.

3. In an axle-beam, the combination of
15 skeins, sleeves mounted on said skeins, clips

or stirrups engaging said sleeves, and a truss-
brace connecting the clips or stirrups, a me-
tallic bar resting against the under side of
the axle-beam and a portion of the skeins and
bearing at its ends against the clips or stir- 20
rups, and clips for holding said bar in posi-
tion, substantially as described.

In testimony that I claim the foregoing as
my own I have hereto affixed my signature in
the presence of two witnesses.

G. W. TAYLOR.

Witnesses:

W. H. MIDDLESWART,
DAVID INGRAM.