(No Model.)

J. H. CURL & C. FAULKNER.

SUPPORT FOR REVOLUBLE AXLES.

No. 567,582. Patented Sept. 15, 1896.

FIG. 1.

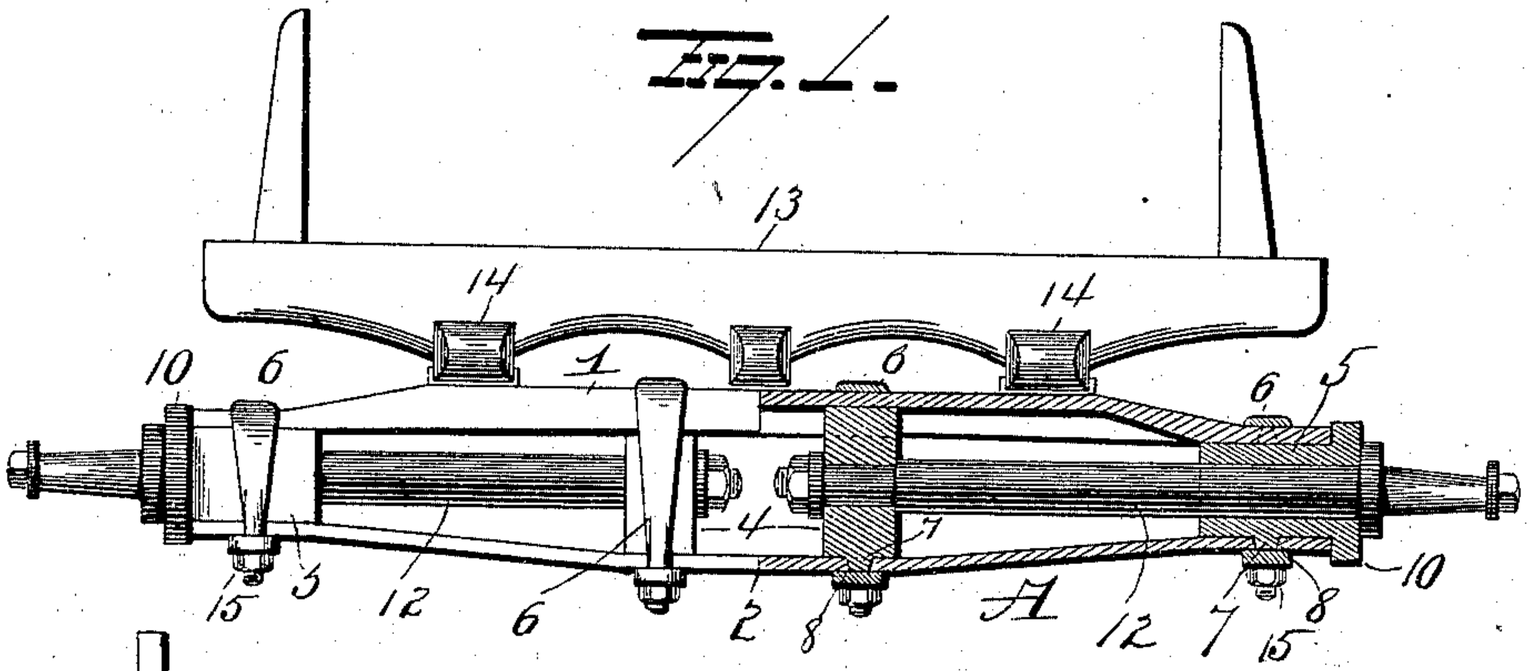


FIG. 3.

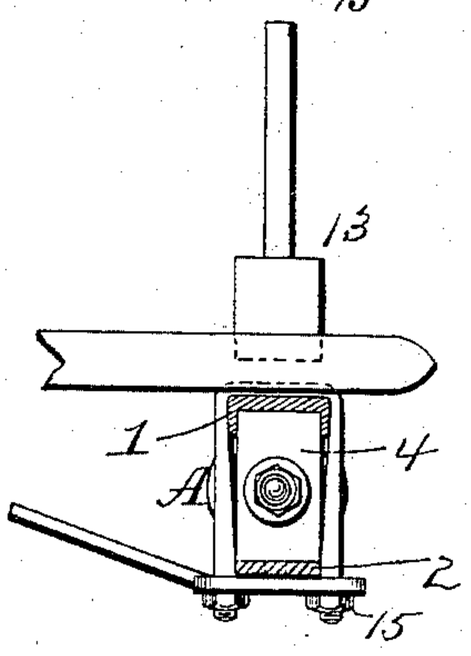
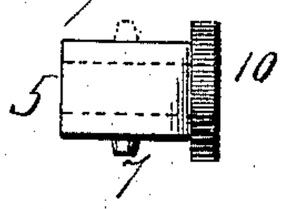


FIG. 2.

FIG. 4.



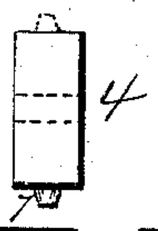


FIG. 5.

Witnesses
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UNITED STATES PATENT OFFICE.

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SUPPORT FOR REVOLUBLE AXLES.

SPECIFICATION forming part of Letters Patent No. 567,582, dated September 15, 1896.

Application filed April 22, 1896. Serial No. 588,675. (No model.)

To all whom it may concern:

Be it known that we, JOHN H. CURL and CLAY FAULKNER, of McMinnville, in the county of Warren and State of Tennessee, have invented certain new and useful Improvements in Supports for Revoluble Axles; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

Our invention relates to an improvement in supports for vehicle-axles, the primary object being to provide a skeleton metallic support for revoluble axles and their necessary bearings which shall be light, but durable and rigid; and to this end our invention consists of an upper metallic bar, preferably of channel iron or steel, slightly curved or bent upward in the center, and as a counterpart a lower metallic bar, either straight or more or less depressed through the center, in connection with metallic bearings lodged and clipped between these bars and having projections which extend into corresponding orifices in one or both of the channel-bars, and axles which revolve in said bearings.

It further consists of certain novel features of construction and combinations of parts, which will be hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a view in rear elevation, partly in longitudinal section, of the rear end of a wagon running-gear. Fig. 2 is a transverse section. Fig. 3 is a bottom plan. Figs. 4 and 5 are detached views of the two varieties of bearings.

A represents the axle. This is composed in the main of two bars of metal 1 and 2. One or both of these are preferably composed of channel-iron, and they are, one or both, preferably bowed outward or away from each other for some distance between the ends. In any event one of these bars constitutes a counterpart of the other and the two together brace and truss each other, so that a rigid as well as light axle is formed, and one which, at the same time, will not swell or shrink and which will always remain tight and intact. Between these bars two varieties of bearings 4 4 and 5 5 are secured, two near the middle and one at each end. These bearings are lodged in the channel-bars and securely clamped in place by means of the clips 6 6. These bearings may have projections 7 7 at their ends, which enter holes 8 8 in the bars, whereby they are retained in position against sliding and the full benefit of the truss or brace is derived. The outer bearings 5 5 have round shoulders 10 at their outer ends, against which the ends of the bars 1 and 2 bear or abut, and the dust band or guard of the wheel-hub projecting over this effectually keeps out sand and dust at that point, the two together thus constituting a dust-guard. The axles 12 12 extend through and turn in these bearings in the usual way. The bolster 13 is located in the accustomed manner above this axle, and the hounds 14 14 may be secured between this axle and the bolster. Braces extend from the hounds to the outer clips and terminate in clip-plates therefor, the nuts 15 15, which hold these clips in place, also retaining the brace in place. This axle has all the advantage of a wooden axle and is much superior in many ways. It will not swell or shrink. It does not crack or loosen. In short, it forms a rigid and light axle, which can be easily oiled without removing the wheels and which can be applied to any lumber-wagon on the market without serious difficulty or excessive expense.

It is evident that slight changes might be made in the form and arrangement of the several parts described without departing from the spirit and scope of our invention, and hence we do not wish to limit ourselves to the exact construction herein set forth; but,

Having fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. A support for axles, comprising a channel-bar and its counterpart, bearings interposed between said bars, means for securing said parts together, and axles revolubly supported in the bearings, substantially as set forth.

2. In an axle, the combination with two bars, of bearings clamped between these bars,

the outer bearings having a round shoulder at the outer end against which the ends of the bars abut and around which the inner end of each hub extends and turns whereby a dust-guard is formed at that point, substantially as set forth.

In testimony whereof we have signed this specification in the presence of two subscribing witnesses.

JOHN H. CURL.
CLAY FAULKNER.

Witnesses:
WM. G. CUMMINS,
JESSE WALLING.