

No. 698,925.

Patented Apr. 29, 1902.

H. FOWLER.
AXLE SKEIN.

(Application filed Aug. 24, 1901.)

(No Model.)

Fig. 1

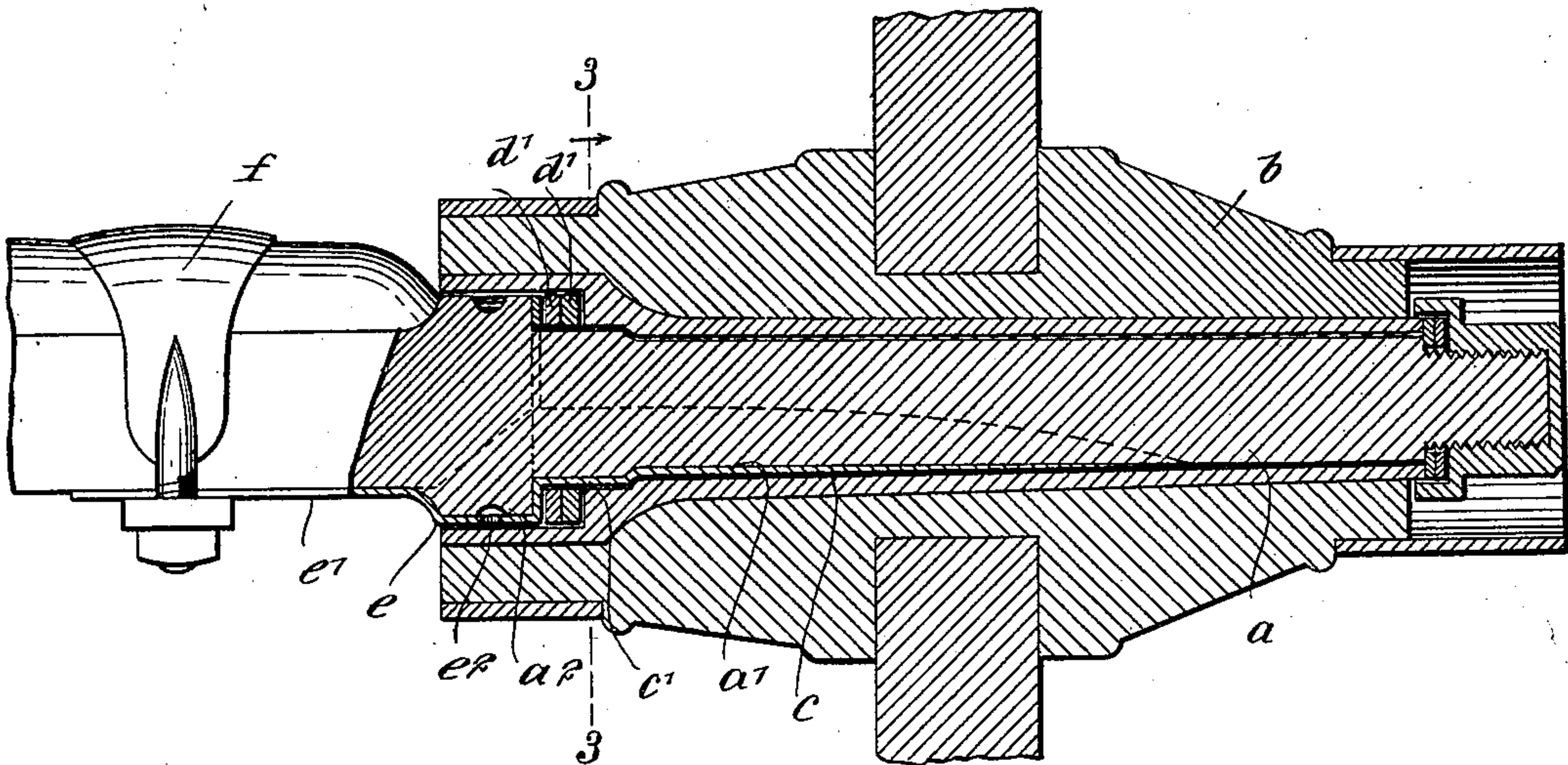


Fig. 2

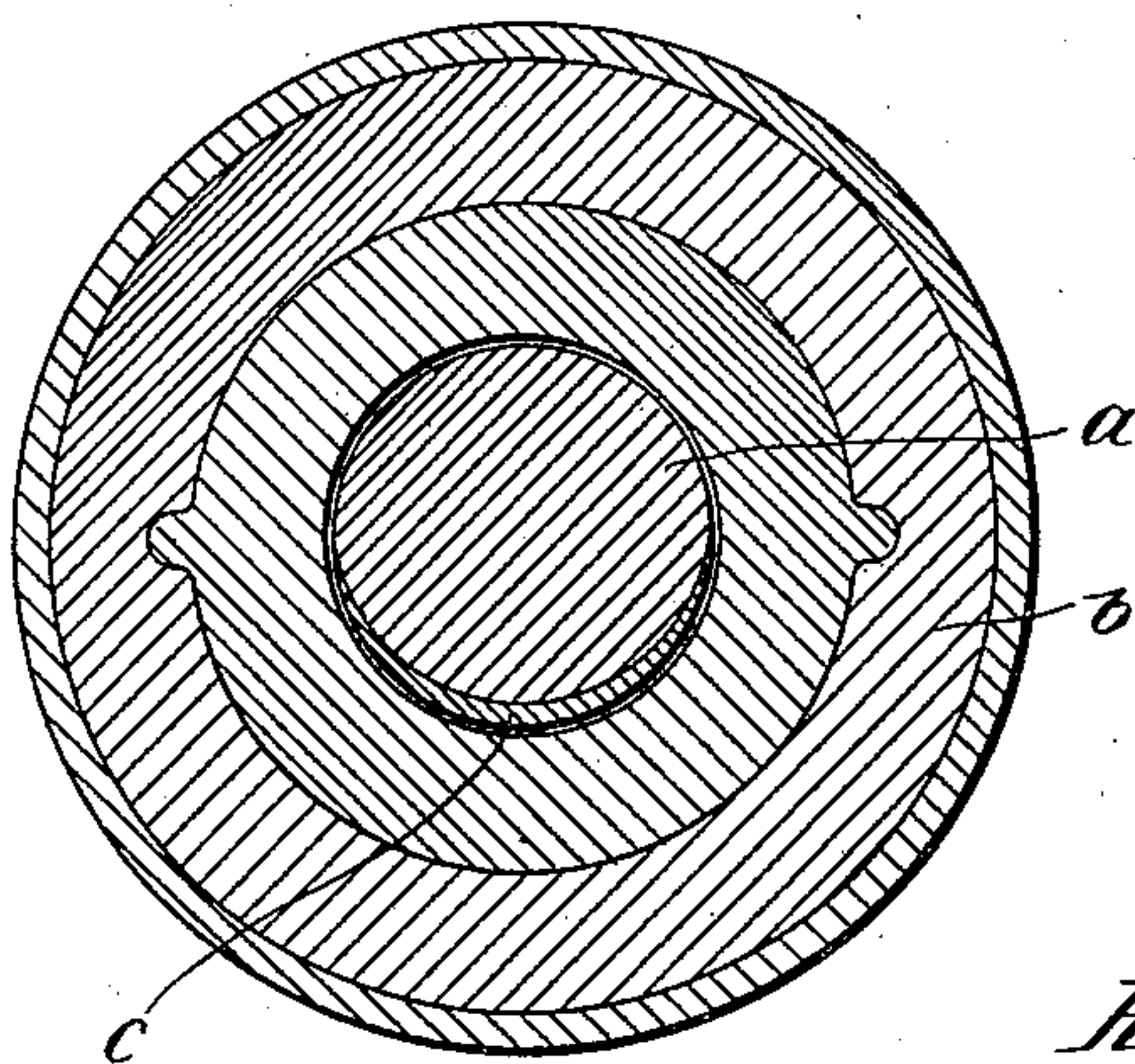
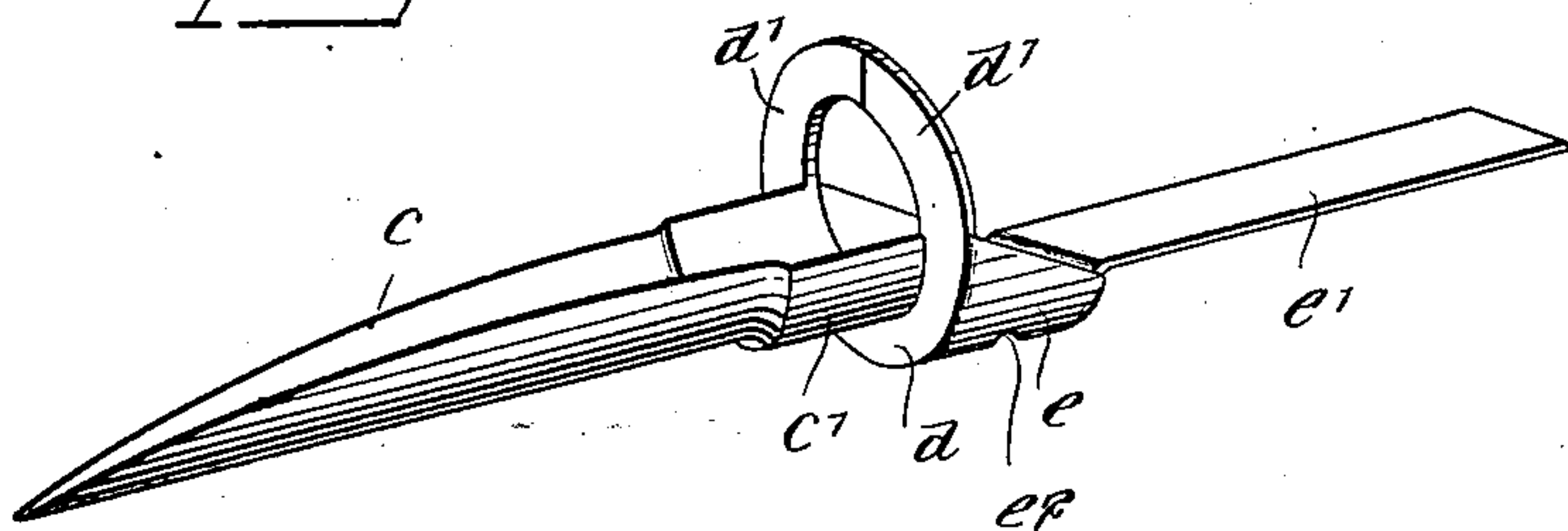


Fig. 3

WITNESSES:

J. A. Proply

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HARRY FOWLER, OF CRANDALL, INDIANA.

AXLE-SKEIN.

SPECIFICATION forming part of Letters Patent No. 698,925, dated April 29, 1902.

Application filed August 24, 1901. Serial No. 73,118. (No model.)

To all whom it may concern:

Be it known that I, HARRY FOWLER, a citizen of the United States, and a resident of Crandall, in the county of Harrison and State of Indiana, have invented a new and Improved Axle-Skein, of which the following is a full, clear, and exact description.

The purpose of this invention is to provide means for taking up the space worn away from axles, so that an axle, although it may be partly worn away, may nevertheless be repaired so as to operate effectively.

This specification is a specific description of one form of the invention, while the claims are definitions of the actual scope thereof.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a sectional view of an axle or wheel-hub having my invention applied. Fig. 2 is a detail perspective view of the skein, and Fig. 3 is a section on the line 3 3 of Fig. 1.

a indicates the axle-spindle, and b the hub of the wheel. At the point a' in the drawings it is indicated that the axle is worn away by the action of the wheel-hub against it. This worn portion is filled and the axle or spindle thereby made uniformly round by the skein c , which is widest (approximately semi-circular) at its inner or left-hand end and tapers to a point at its outer or right-hand end. The skein is formed so as to fit snugly on the axle and to conform to the shape thereof, for which purpose the skein has an enlarged inner portion c' , as shown. From the enlarged portion c' of the skein a flange d projects outward. This flange has extensions d' at each end, which are bent upward, so as to lie around the axle adjacent to the shoulder a^2 thereof, thus taking up the wear against the shoulder. From the outer edge of the flange d projects inwardly a hood e , which engages the lower portion of the shoulder or enlargement a^2 of the axle, and from this hood projects rearwardly a shank e' , fastened to the usual clip f of the vehicle. Now it will be seen that this skein may be readily at-

tached to the axle and when once in place will form practically a permanent part thereof. It may be made in varying thicknesses, so as to accommodate the particular axle to which it is to be applied, and when once in position will restore the axle to its proper form. e^2 indicates an orifice in the enlarged part e of the skein, through which orifice the oil gathering in the enlargement e may escape.

Various changes in the form, proportions, and minor details of my invention may be resorted to without departing from the spirit and scope of my invention. Hence I consider myself entitled to all such variations as may lie within the scope of my claims.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. An axle-skein, comprising a tapering body portion of arc-shaped cross-sectional form, and means at the wide end of the skein removably to hold it against the under side of the axle-spindle.

2. An axle-skein, comprising a body portion or skein proper, an enlarged hood at the inner end thereof, a shank projecting inwardly longitudinally from the hood, for the purpose specified, and side extensions bent upward and inward from the front of the hood to form the annulus lying around the axle.

3. An axle-skein, comprising a body portion or skein proper, a lateral flange at its inner end, a hood carried on the outer edge of the flange, a shank carried by the hood and projecting inward therefrom for the purpose specified, and side extensions from the ends of said flanges, the extensions being bent upward and inward to form an annulus lying around the axle.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

HARRY FOWLER.

Witnesses:

EMERY H. BREEDEN,
F. M. BARTLEY.