

No. 806,543.

PATENTED DEC. 5, 1905.

G. KESSELRING.

AXLE SUPPORT.

APPLICATION FILED MAR. 22, 1904.

Fig. 1

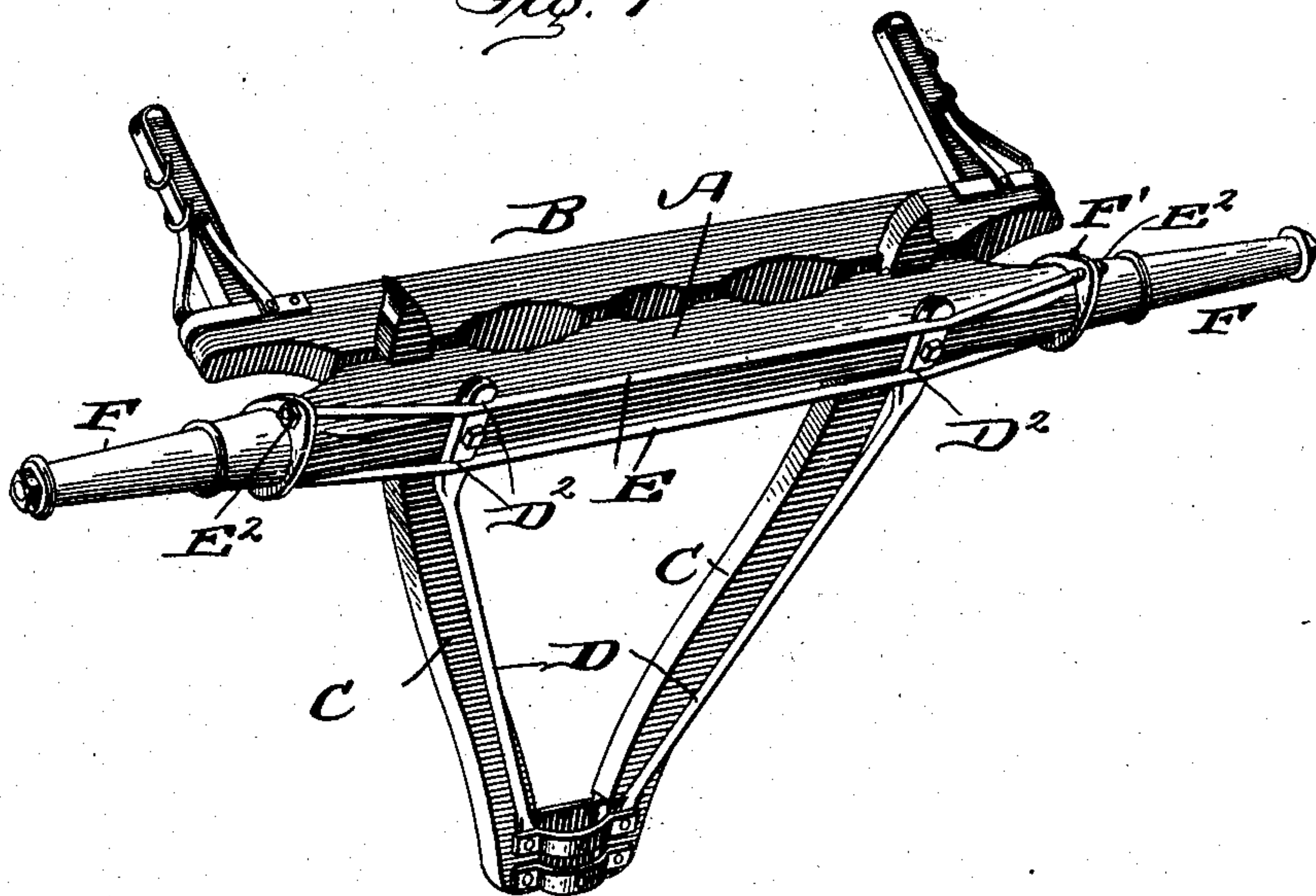


Fig. 2.

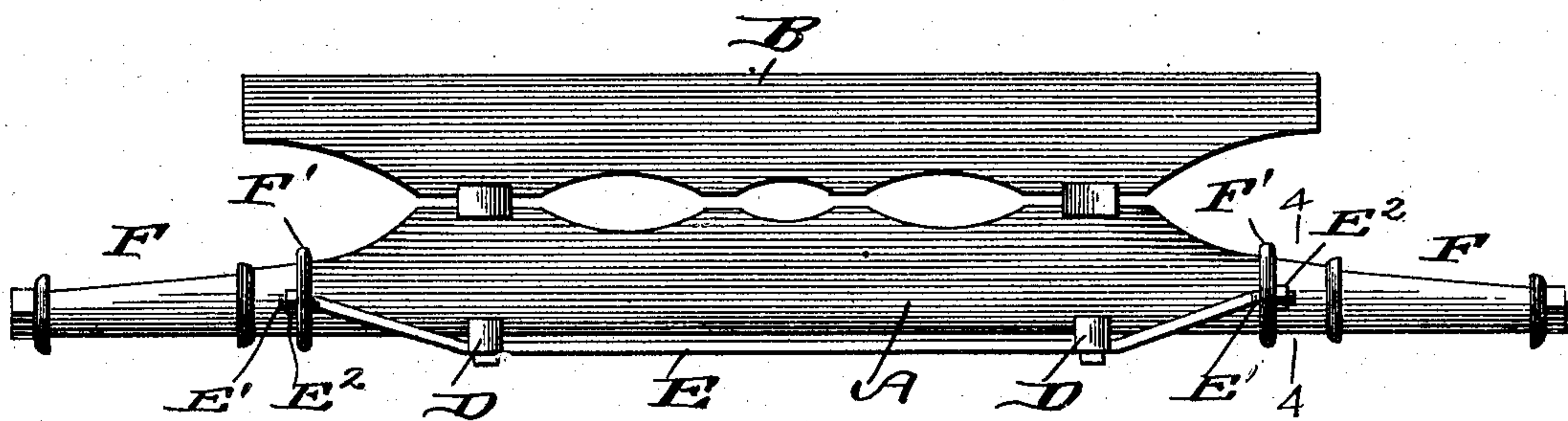


Fig. 3.

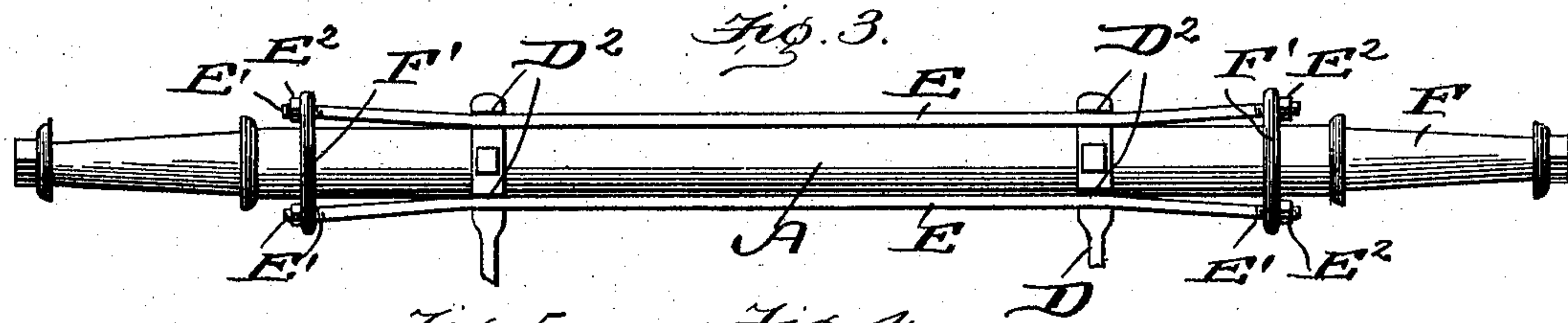
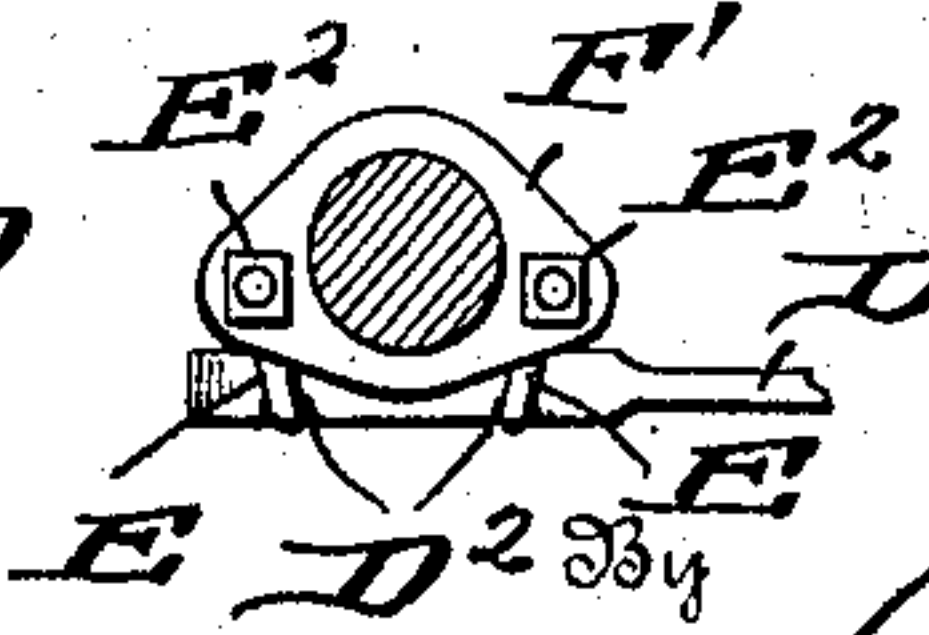


Fig. 5.



Fig. 4.



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AXLE-SUPPORT.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, GEORGE KESSELRING, a citizen of the United States, residing at Hillsdale, in the county of Hillsdale and State of Michigan, have invented a new and useful Axle-Support, of which the following is a specification.

This invention relates generally to wagon-axles, and more particularly to a support or brace for the same, the object being to provide against breakage of the axle from undue side or lateral strain; and with this object in view the invention consists in the novel features of construction and combination hereinafter fully described, and pointed out in the claim.

In the drawings forming a part of this specification, Figure 1 is an inverted perspective view showing a wagon-axle provided with my invention. Fig. 2 is a rear view of said axle. Fig. 3 is an inverted plan view of the same. Fig. 4 is a sectional elevation on the line 4 4 of Fig. 2, and Fig. 5 is a detail perspective view showing the rear end of one of the braces.

Referring to the drawings, A indicates an ordinary wagon-axle, B the bolster, and C the hounds. Metallic braces D are secured at their rear ends to the under side of the axle and at their forward ends to the forward end of the hounds, as most clearly shown in Fig. 1. The braces D are recessed, as shown at D' in Fig. 5, the axle fitting in said recess, and all longitudinal movement of the braces is avoided. Each brace also has two transverse grooves D² in the under side thereof, as most clearly shown in Figs. 4 and 5, and fit-

ting in said grooves are the truss-rods E, which extend parallel beneath the axle and are connected at their outer ends to the collars F' of the axle-skins F, the ends of the truss-rods being threaded at E' and having the nut E² screwed thereon and bearing against the outer faces of the said collars F'.

An axle-brace as herein shown and described will be much stronger than an ordinary axle, and all tendency to break the said axle by side or lateral strain will be avoided.

The collars F' may be independent of the axle-skins, if preferred, and in that case they would bear against the shoulder formed upon the axles. The ends of the hound-braces not only serve to hold the truss-rods in their proper parallel relation, but also act as bridge-pieces between the truss-rods and bottom of axle.

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

A device of the kind described, comprising braces with openings formed in the front end portion, said portion being connected to a hound, the rear end portions of said braces having openings and grooves formed therein, said ends being connected to the under face of the axle, parallel truss-rods arranged longitudinally on the under face of the axle, fitting in the grooves of the braces, and held apart, for the purpose described.

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