

No. 840,981.

PATENTED JAN. 8, 1907.

C. O. WILDER.
AXLE SKEIN.

APPLICATION FILED DEC. 23, 1905.

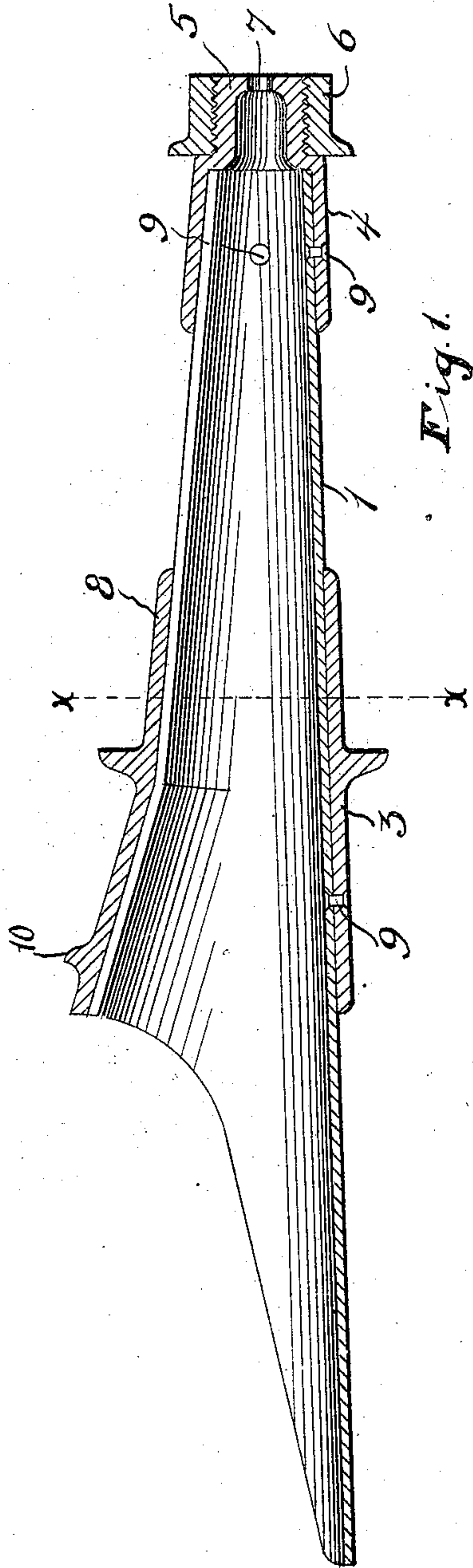


Fig. 1.

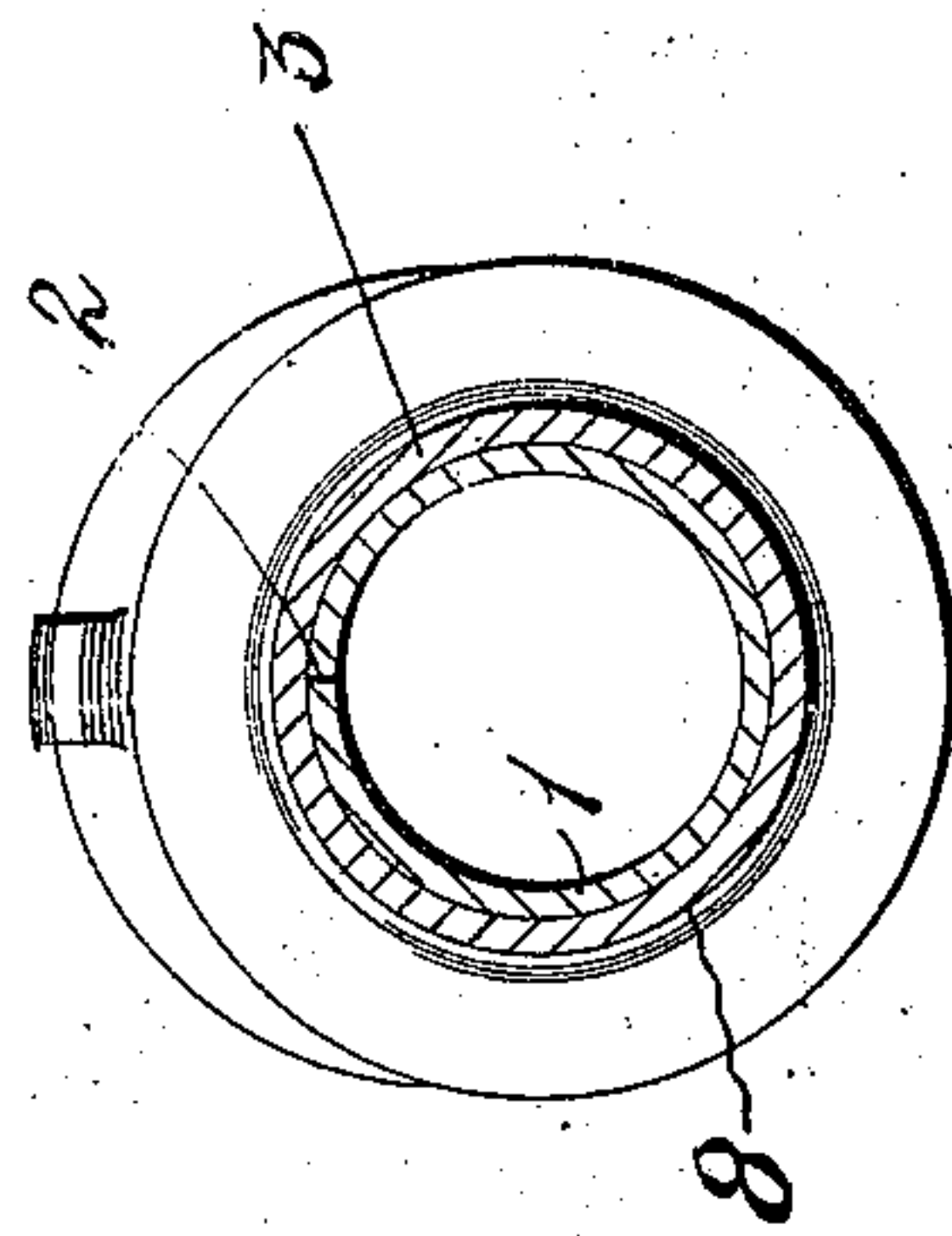


Fig. 2.

WITNESSES:

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AXLE-SKEIN.

No. 840,981.

Specification of Letters Patent.

Patented Jan. 8, 1907.

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To all whom it may concern:

Be it known that I, CHARLES O. WILDER, a citizen of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful Improvements in Axle-Skeins, of which the following is a specification.

My invention relates to new and useful improvements in axle-skeins.

Heretofore it has been the practice to form axle-skeins of sheet metal bent into shape and the meeting edges welded or otherwise secured together. Axle-skeins have of course been made in various ways, but the construction above referred to is a common one. It has also been the practice in the construction of these skeins to insert a plug in the end of the skein to provide means for attaching the nut.

The object of my invention is to obviate certain of these steps, thereby reducing the cost, a saving in the time required to construct, and the production of a more substantial axle-skein.

Another object is to provide wearing parts for taking the wear off of the skein and to make said parts removable, so that they may be readily replaced without disturbing the skein proper.

With the above and other objects in view the invention consists of the novel details of construction and operation, a preferable embodiment of which is described in the specification and illustrated in the accompanying drawings, wherein—

Figure 1 is a longitudinal vertical sectional view of my improved axle-skein; and Fig. 2 is a transverse vertical sectional view of the same, taken on the line *xx* of Fig. 1.

In the drawings the numeral 1 designates the axle-skein, which is of the usual shape and material. However, instead of welding or otherwise securing the meeting edges of the skein together they are merely caused to abut, as indicated at 2 in Fig. 2.

For holding the edges of the skein together and providing wearing portions I shrink or otherwise secure about the inner portion of the skein a collar 3, the said collar being suitable shaped to snugly fit on the skein. Near its upper inner end the collar 3 is provided with a clip-lug 10, which acts to hold the usual attaching-clip (not shown) in place. About the outer end of the skein a cap 4 is shrunk or otherwise tightly secured. This

cap is provided beyond the end of the skein 8 with a reduced hollow boss 5, externally screw-threaded for receiving the usual nut 6. In the end of the boss an opening 7 is formed, through which a screw or other fastening may be passed to fasten the skein to the wooden axle over which it is placed. The cap 4 and the annular portion 8 of the collar 3 provide suitable bearings for the axle-box (not shown) and take the wear off the skein itself. It will be apparent that by securing the collar 3 and the cap 4 on the skein 1 the meeting edges of the latter will be held in close contact and the skein will be as rigid and strong as if the said edges were secured together.

While I prefer to have the meeting edges of the skein ununited, if the manufacturer of the skein cared to add the additional expense the meeting edges could be welded or otherwise secured together.

It is evident that irrespective of the manner of securing the meeting edges of the skein the collar or the cap may be readily replaced when worn without disturbing the skein. As an additional means of holding the collar and cap in place I pass rivets 9 through the same and the skein, the heads of which may be easily cut when it is desired to renew either the collar or the cap.

An axle-skein of this character may be readily and cheaply constructed and likewise repaired and at the same time will meet all the requirements to which it is subjected.

What I claim is—

1. The combination with an axle-skein having its meeting edges ununited, of bearing parts surrounding said skein and secured thereto, one of said bearing parts being provided with a nut-receiving boss.

2. The combination with a split axle-skein having its meeting edges ununited, of a collar fitting snugly about the skein, and a cap fitting snugly about the skein at its outer end, the said cap being provided with a nut-receiving boss.

3. The combination with a hollow axle-skein, of bearing-collars surrounding said axle-skein, the outer of said bearing-collars having a reduced threaded portion, and a nut threaded upon said reduced threaded portion of the collar and adapted to act as a retaining member for the hub of the wheel.

4. An axle-skein comprising a hollow metallic body, bearing-collars surrounding said

metallic body, the innermost of said bearing-collars having an upstanding annular flange formed thereon adapted to form a bearing for the inner face of a wheel box and hub,
5 and the outer of said bearing-collars having a reduced threaded portion which is adapted to receive a nut.

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

CHARLES O. WILDER.

Witnesses:

A. L. PHELPS,
M. B. SCHLEY.