

A. H. & C. W. BEVIL.
AXLE SKEIN.
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979,368.

Patented Dec. 20, 1910.

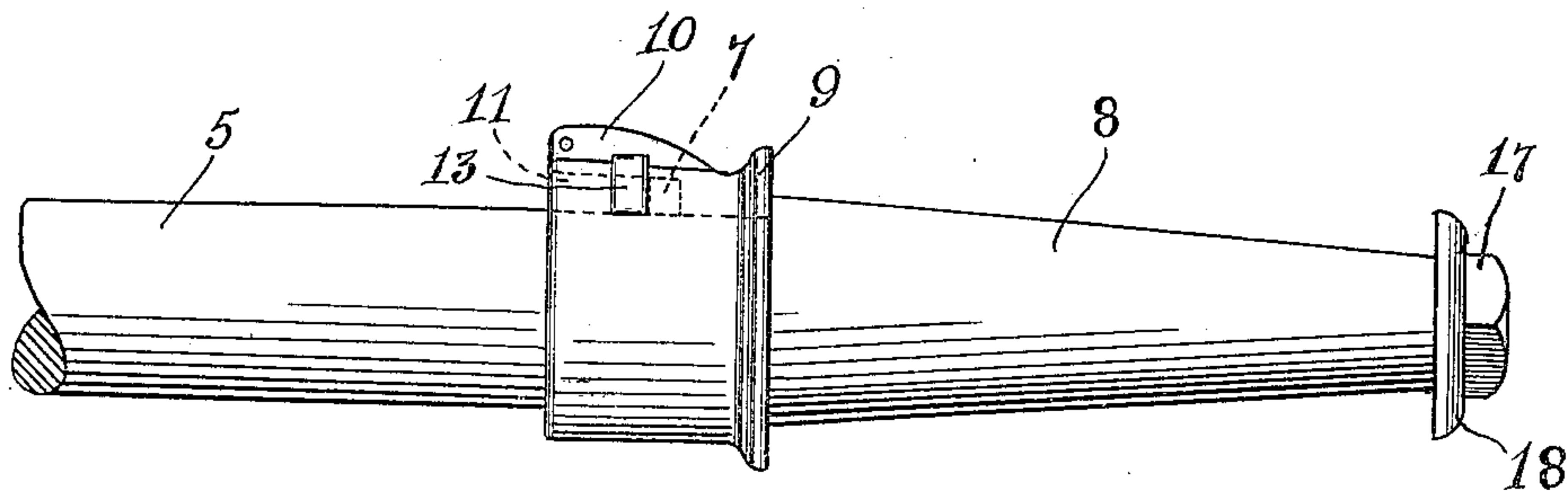


Fig. 1.

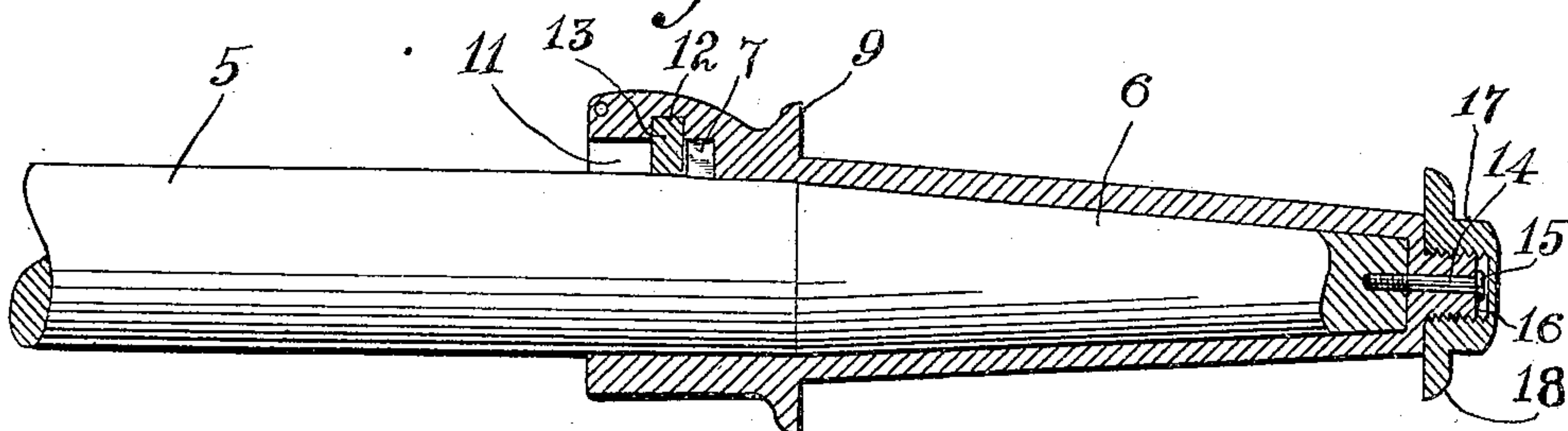


Fig. 2.

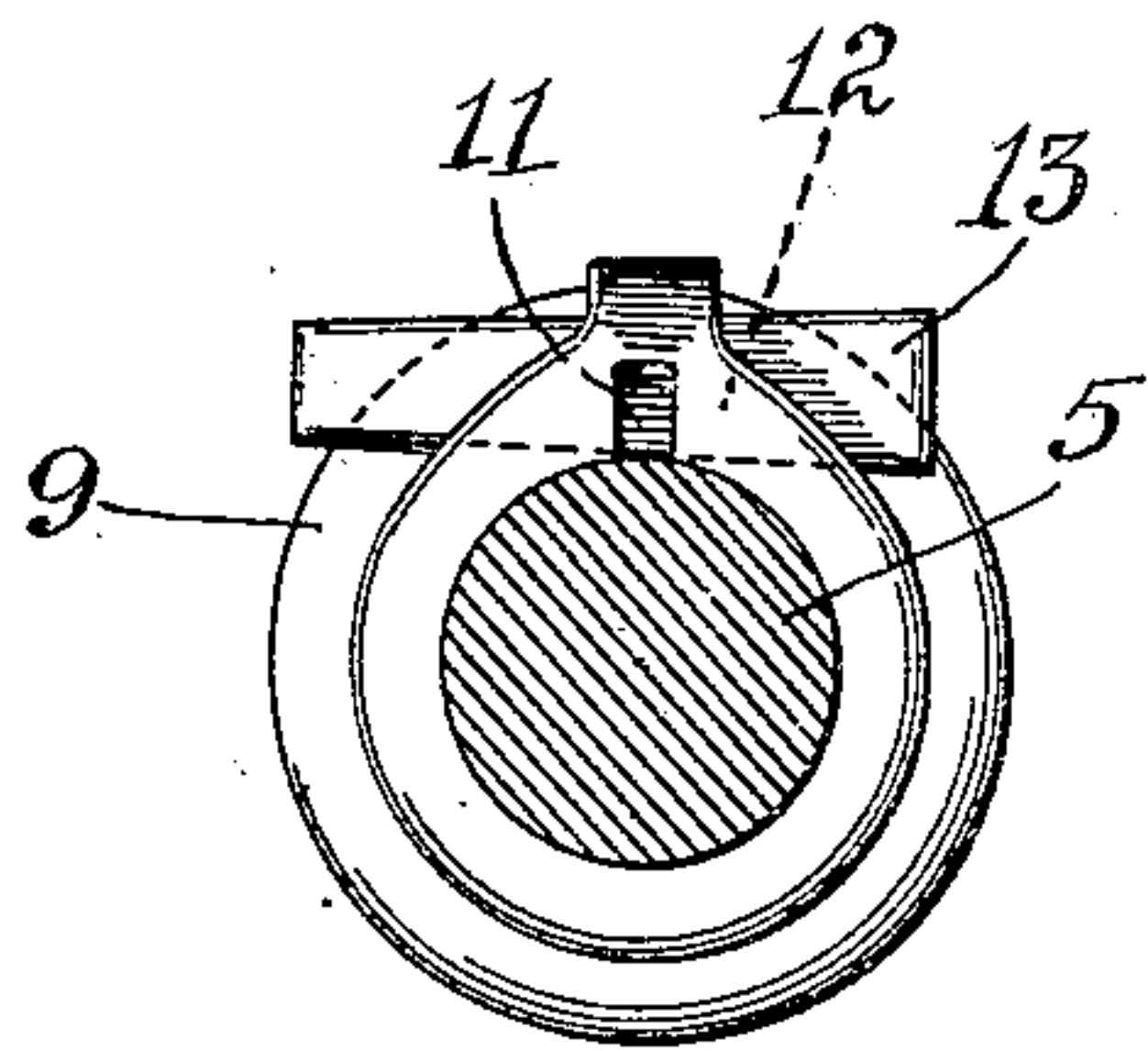


Fig. 3.

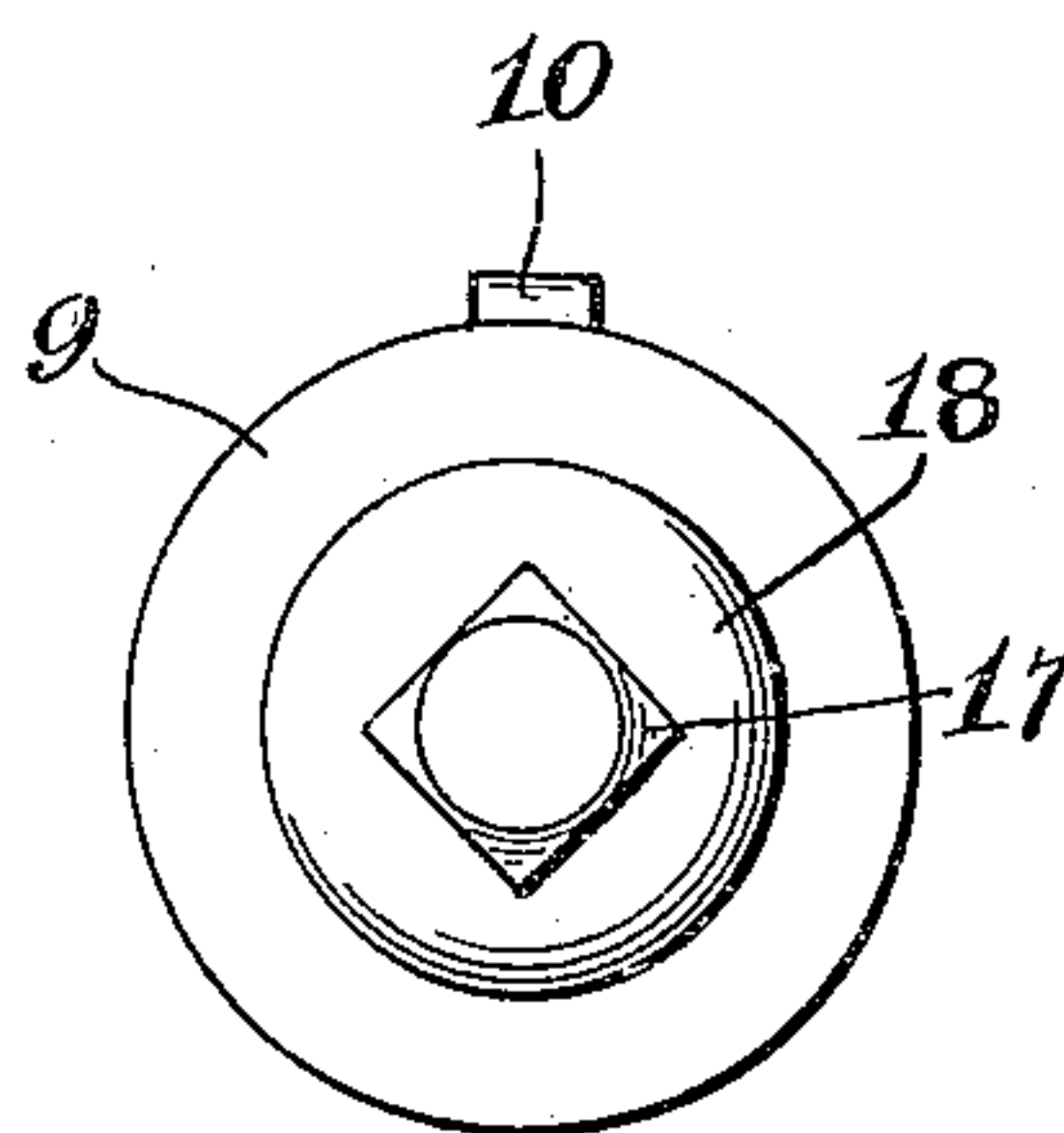


Fig. 4.

Witnesses

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ANDREW H. BEVIL AND CHARLES W. BEVIL, OF WARREN, TEXAS.

AXLE-SKEIN.

979,368.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that we, ANDREW H. BEVIL and CHARLES W. BEVIL, citizens of the United States, residing at Warren, in the county of Tyler and State of Texas, have invented new and useful Improvements in Axle-Skeins, of which the following is a specification.

This invention relates to improvements in axles and axle skeins and has for its object the provision of a means for uniting the skein to the axle against accidental displacement.

A further object is the provision of an auxiliary means for securing the skein against displacement on the axle when the primary securing means becomes defective or broken.

With these and other objects in view, which will more fully hereinafter appear, the present invention consists in certain novel details of construction and arrangement of parts, hereinafter fully described, illustrated in the accompanying drawings and more particularly pointed out in the appended claims; it being understood that various changes in the form, proportion, size, and minor details of the device may be made, within the scope of the appended claims, without departing from the spirit or sacrificing any of the advantages of the invention.

In the accompanying drawings, forming a part of the specification;—Figure 1 is a side elevation of an axle skein and a portion of an axle constructed in accordance with our invention. Fig. 2 is a longitudinal sectional view of the same. Fig. 3 is an inner end view of the axle skein showing the axle in cross section. Fig. 4 is an opposite end view.

Similar numerals of reference are employed to designate corresponding parts throughout.

The axle is designated by the numeral 5 and at one end terminates in the usual tapered spindle 6. Formed integral or otherwise secured at the inner end of the spindle 6 and arranged on the upper surface thereof is a key or rib 7, the function of which will appear later.

The axle skein includes a hollow tapered body portion 8 open at either end, the inner end of the body portion 8 being provided with a circular shoulder 9 which forms a bearing surface for the inner end of the

vehicle hub (not shown) and extending from the inner face of the shoulder 9 is a web 10. The web 10 is provided with a longitudinal keyway 11 to receive the key or lug 7 and formed in the web 10 and midway between its outer end and the shoulder 9 is a transverse non-cylindrical opening 12, which extends through the keyway 11, the construction being such that when the skein is properly positioned on the spindle, the forward side of the opening 12 or that adjacent to the shoulder 9 will be coincident with the inner side of the lug or key 7. When the parts are thus positioned an oblong non-cylindrical and tapered pin 13 is passed through the opening 12 and bears on the inner side of the key or lug 7, whereby outward movement of the skein upon the spindle will be positively prevented.

In order to further prevent the skein from displacement on the axle an auxiliary retaining means is provided which comprises a screw 14, one end of which terminates in an enlarged head 15. The outer end of the spindle is provided with an axially threaded bore to receive the threaded shank of the screw and formed on the outer end of the skein is a reduced and exteriorly threaded boss 16. The diameter of the boss is considerably less than that of the head 15 at one end of the shank of the screw 14, so that when the parts are positioned as shown in the drawings and the screw threaded into the opening at the outer end of the spindle until its head binds on the outer end of the boss, it will be evident even though the key 13 is accidentally displaced from the opening 12 that outward movement of the skein on the spindle will be positively prevented.

The nut for securing the hub against displacement on the spindle is designated by the numeral 17 and is threadable onto the boss 16, the said nut having a lateral circular flange 18 to bear on the outer end of the box (not shown).

From the foregoing it is evident that we have provided a device which is comparatively simple in structure and inexpensive in manufacture, embodying few parts and these so arranged that the danger of derangement will be reduced to a minimum.

We claim:—

1. In combination, an axle provided with a key, a skein to receive the axle and having a keyway to receive the key and further provided with a transverse opening to align

with the outer end of the key, and a pin insertible through the transverse opening of the skein to bear on one end of the key, whereby outward movement of the skein
5 will be prevented.

2. In combination, a tapered spindle provided at its inner end with a key, a skein to receive the spindle having adjacent to its inner end an annular shoulder, a web extending from the annular shoulder to the
10 inner end of the skein and having a keyway to receive the rib, said web being further provided with a transverse opening to aline

with the inner side of the key, and a pin passable through the said opening to bind
15 on the inner end of the key whereby outward movement of the skein upon the spindle will be prevented.

In testimony whereof we affix our signatures in presence of two witnesses.

ANDREW H. BEVIL.
CHARLES W. BEVIL.

Witnesses:

PERCY BEVIL,
T. B. BEVIL.