

(No Model.)

H. C. SHULTZ.
AXLE.

No. 463,797.

Patented Nov. 24, 1891.

Fig. 1.

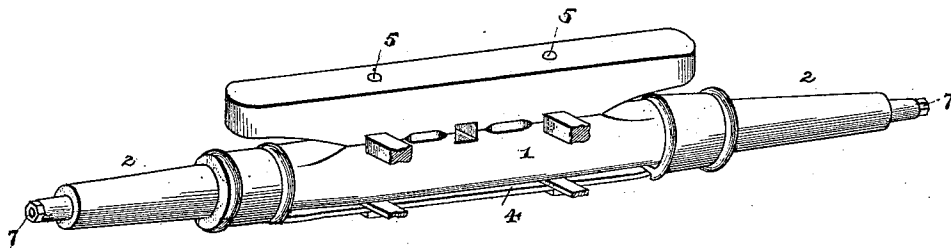


Fig. 4.

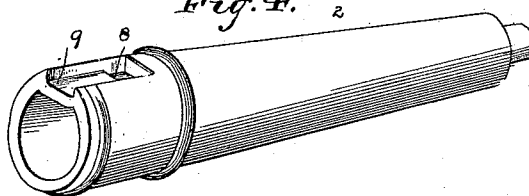


Fig. 2.

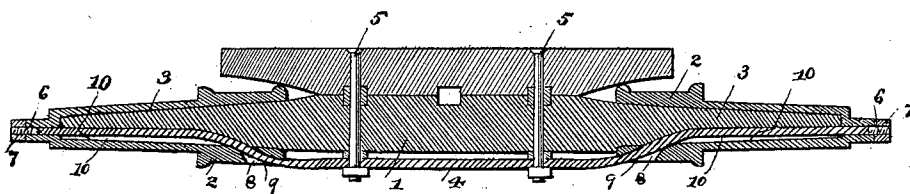
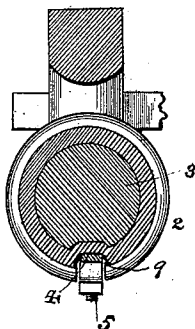


Fig. 3.



Witnesses

B. D. Clark
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By his Attorneys,

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UNITED STATES PATENT OFFICE.

HENRY C. SHULTZ, OF HAMLET, INDIANA.

AXLE.

SPECIFICATION forming part of Letters Patent No. 463,797, dated November 24, 1891.

Application filed August 14, 1891. Serial No. 402,620. (No model.)

To all whom it may concern:

Be it known that I, HENRY C. SHULTZ, a citizen of the United States, residing at Hamlet, in the county of Starke and State of Indiana, have invented a new and useful Axle, of which the following is a specification.

The invention relates to improvements in trussed vehicle-axles.

The object of the present invention is to simplify and improve the construction of trussed vehicle-axles and to enable the truss-rod to be readily strained up without injury to the skeins.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claim, hereto appended.

In the drawings, Figure 1 is a perspective view of an axle constructed in accordance with this invention. Fig. 2 is a longitudinal sectional view. Fig. 3 is a transverse sectional view.

Referring to the accompanying drawings, 1 designates a vehicle-axle having skeins 2 arranged on its arms 3 and secured in place by a truss-rod 4, which extends along the bottom of the axle and is secured thereto by bolts 5, and has its ends 6 threaded and engaged by nuts 7 for securing the skeins 2 on the arms 3 of the axle 1. The truss-rod 4 is interposed between the bottom of the arms of the axle and the skeins 2, and it enters the latter through slots 8 near the inner ends of the skeins and is arranged in grooves 9 and 10 of the skeins and the arms of the axle. By this construction, slotting the inner ends of the skeins, the truss-rod may be strained up and tightened to any extent, and they engage the lower faces of the inner ends of the skeins

and exert a direct upward strain and support the skeins. Such would not be the case if the truss-rod entered the open inner ends of the skeins, as heretofore. The outer ends of the skeins are reduced and are engaged by the nuts 7, which secure the skeins on the arms of the axle. The inner ends of the skeins are enlarged, and by being slotted they may extend inward on the axle as far as may be found necessary or desirable without interfering with the truss-rod or being injured by the same.

It will be seen that trussed axles constructed in accordance with this invention are simple and inexpensive in construction, and that the truss-rods may be strained upward on the blocks or forced downward by struts without injuring the skeins.

What I claim is—

The combination of the axle having the arms or spindles provided in their lower faces with grooves 10, the skeins arranged on the arms and provided in their bottoms with grooves 9 and having their inner ends recessed and provided at the inner termini of the recesses with slots communicating with the grooves 9, the truss-rod extending along the lower face of the axle and entering the skeins through the slots 8 and arranged in said grooves 9 and 10 and having its ends threaded, and nuts arranged on the threaded ends and securing the skeins on the arms, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

HENRY C. SHULTZ.

Witnesses:

E. C. ROOSE,
JAMES A. BELL.