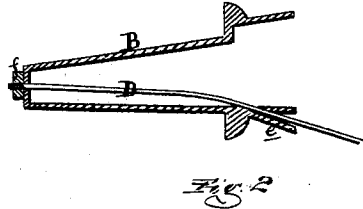
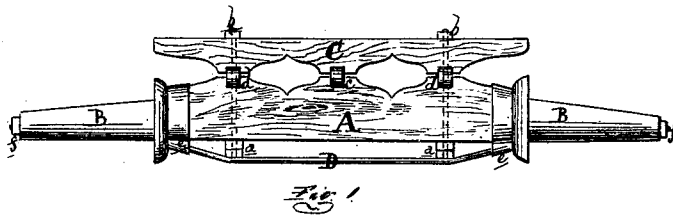


GEORGE H. TURNER & JOHN CONDE.

Improvement in Trussed-Axle for Lumber-Wagons.

No. 126,594.

Patented May 7, 1872.



ATTEST:

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UNITED STATES PATENT OFFICE.

GEORGE H. TURNER AND JOHN CONDE, OF FLINT, MICHIGAN; SAID CONDE
ASSIGNOR TO SAID TURNER, WARREN H. PIERSON, AND JOHN ALGOE.

IMPROVEMENT IN TRUSSED AXLES FOR LUMBER-WAGONS.

Specification forming part of Letters Patent No. 126,594, dated May 7, 1872.

To whom it may concern:

Be it known that we, GEORGE H. TURNER and JOHN CONDE, of Flint, in the county of Genesee and State of Michigan, have invented a new and useful Improvement in Trussed Axles for Lumber-Wagons; and we do declare that the following is a true and accurate description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon and being a part of this specification, in which—

Figure 1 is an elevation of our improved axle as applied to the rear part of a farm or lumber-wagon; and Fig. 2 is a vertical section of one of the shell-skeins.

Like letters indicate like parts in each figure.

The invention relates to providing thimble-skeins with pipes, which are cast upon the under side thereof, and are intended to receive the truss-rod. By this arrangement a broader bearing or support is afforded both above and below to the truss-rod, and the liability of its breaking over or being worn through by the narrow edges of the aperture in the old skeins is obviated.

In the drawing, A represents an ordinary wooden axle, and B the shell-skeins, which are slipped over its arms. C is the bolster of the rear axle, secured to the same by bolts *b* extending down through both, and having the nuts and jam-nuts *a* threaded on their lower extremities. *c* represents the rear end of the reach, and *d* the ends of the hounds, interposed between the bolster and axle, with the bolts *b*

passing through the hounds, although they may be otherwise arranged, if preferred. D is a truss-rod, the ends of which pass through pipes *e*, cast in the shoulders of the skeins, to their interior, and project beyond their extremities, where they are threaded to receive the nuts *f*. The under side of each axle-arm is recessed or grooved to receive the rod, as shown in Fig. 2. The nuts *a* of the bolster-bolts serve as truss-posts for the rod D, which, when its nuts *f* are screwed up against the ends of the skeins and strain it, adds its tensile strength to the resistance of the axle under a deflecting-strain, enabling it to sustain a much greater load, without danger of springing or breaking it, than it could without it. It also secures the skeins on the axle-arms, which, in the usual construction, shrink from and loosen the skeins. The hub is secured on the skeins by the usual nuts threaded on their extremities. The construction of the fore axle is substantially the same, provision being made for the turning thereof on the king-bolt passing through it from the bolster. In this case the axle is provided with truss-posts, under which to strain the truss-rod.

What we claim as our invention, and desire to secure by Letters Patent, is—

The thimble-skein B, having the pipes *e* cast thereon, substantially as shown and described.

GEORGE H. TURNER.

JOHN CONDE.

Witnesses:

WILLIAM STEVENSON,
JESSE J. BEASLEY.