

Cast-iron axle Skein

Henry C. Kochensperger

No. 122,391.

Patented Jan. 2, 1872.

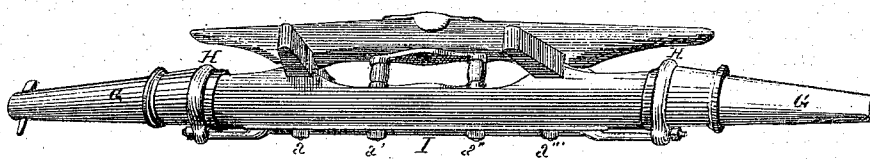


Fig. 1.

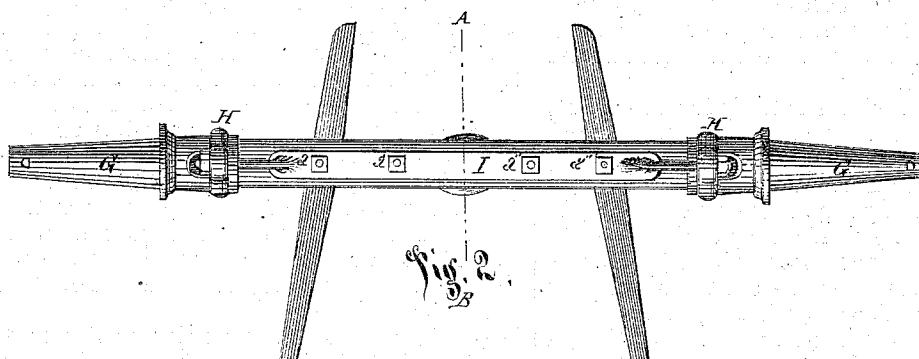


Fig. 2.

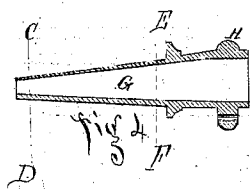


Fig. 4.

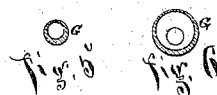


Fig. 5.

Fig. 6.

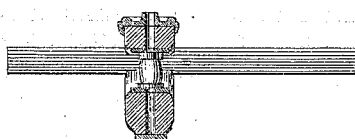


Fig. 3.

Witnesses: *Francis L. Clark* Inventor *H. C. Kochensperger*
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UNITED STATES PATENT OFFICE.

HENRY C. KOCHENSBERGER, OF THORNVILLE, OHIO.

IMPROVEMENT IN AXLE-SKEINS.

Specification forming part of Letters Patent No. 122,391, dated January 2, 1872.

SPECIFICATION.

To all whom it may concern:

Be it known that I, HENRY C. KOCHENSBERGER, of the town of Thornville, in the county of Perry and State of Ohio, have made certain Improvements in Cast-Iron Axle-Skeins for Wagons, and in the manner of securing the said skeins to the axle; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing and to the letters of reference marked thereon, in which—

Figure 1 is a perspective view of a wagon-axle, showing my skeins; Fig. 2, a view showing the lower side of the axle; Fig. 3, a cross-section through the section line A B of Fig. 2; Fig. 4, a central section of the skein; and Figs. 5 and 6, cross-sections through the section lines C D and E F of Fig. 4.

My invention relates entirely to axle-skeins, which are formed by casting in a mold; and consists, first, in making the under or wearing side of the skein much thicker than the upper portion; in having lugs cast on the lower side of the skeins, by which they are secured to the axle, and in the strap-bolt which passes under the axle and ties the skeins together, at the same time affording a bearing for the end of the king-bolt in the front axle, which prevents the head of the bolt from wearing away the bolster.

To enable others skilled in the art to make and use my invention, I will proceed to describe its construction.

G is the skein, shown in section in Fig. 4 and in cross-section in Figs. 5 and 6. The casting is cored out so as to leave the metal much thinner on the upper than on the lower or bear-

ing side of the skein, the metal gradually increasing in thickness from the upper to the lower side, as shown in the cross-sections, but retaining the same relative thickness throughout its entire length, as shown in the section, Fig. 4. This form greatly increases the durability of the skein without increasing its weight. H is a strengthening-band or bead formed into a lug on the lower side of the skein. The skein is open at both ends, and is therefore more readily cast and fitted to the axle than those in present use, which are partially or wholly closed at the outer end. The end of the skein is pierced to receive a linch-pin, as shown in the drawing, or a screw is cut on the skein, which is fitted with a nut, or any other device may be used for securing the wheel in its place. I is a strap which passes under the axle, to which it is secured by the bolts *a a' a'' a'''*. The ends of the straps are formed into bolts having a screw-thread cut on them and fitted with nuts. These bolts pass through the holes in the lugs H on the skeins and tie the skeins together, securing them firmly in their place. The strap-bolt materially strengthens the axle, and also gives a bearing for the end of the king-bolt to rest on, as shown in Fig. 3 and set forth above.

What I claim as my invention, and desire to secure by Letters Patent of the United States, is—

An axle-skein, constructed as described, and having the lug H for the adjustable attachment of the rod I.

H. C. KOCHENSBERGER.

Witnesses:

FRANCIS L. CLARK,
ANDREW HUMBERT.

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