

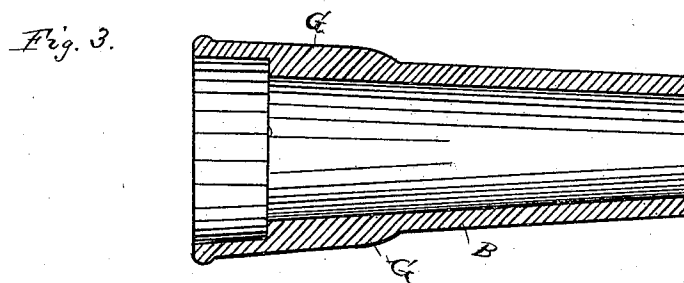
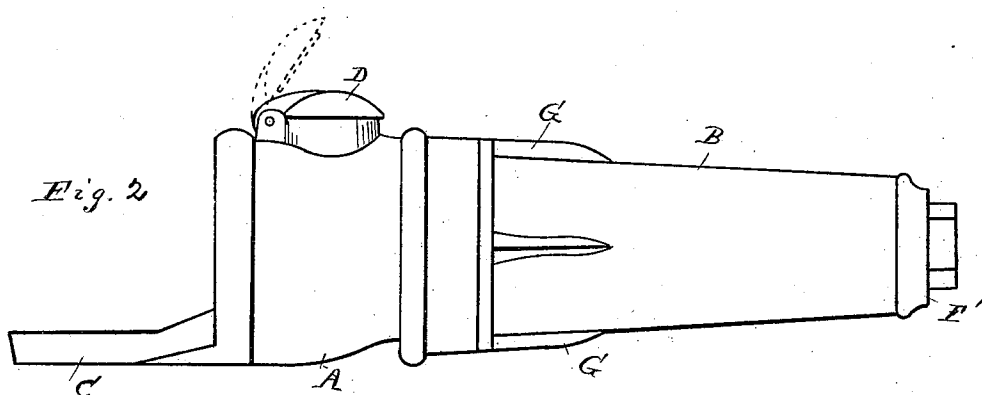
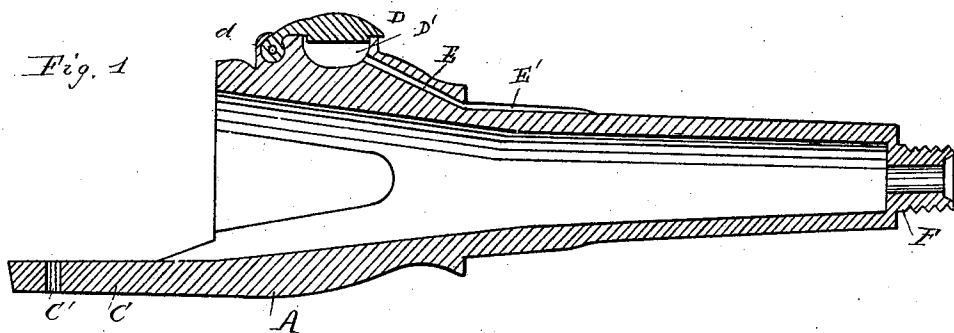
(No Model.)

C. PIERCE.

WAGON SKEIN.

No. 298,498.

Patented May 13, 1884.



WITNESSES  
*Morton Soulmier*  
*G. E. Olds.*

INVENTOR  
*Charles Pierce*  
*E. H. Gelston*  
Attorney

# UNITED STATES PATENT OFFICE.

CHARLES PIERCE, OF LISLE, NEW YORK.

## WAGON-SKEIN.

SPECIFICATION forming part of Letters Patent No. 298,498, dated May 13, 1884.

Application filed August 30, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES PIERCE, a citizen of the United States, residing at Lisle, in the county of Broome and State of New York, have invented certain new and useful Improvements in Wagon-Skeins, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to improvements in wagon-skeins, and has for its object to provide a self-oiling wagon-skein, which may be attached to the axle in a firm manner by a single bolt. These objects are attained by the mechanism illustrated in the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a longitudinal sectional view of the skein. Fig. 2 is a side elevation of the skein and box. Fig. 3 is a longitudinal sectional view of the box.

The letter A indicates the skein.

B is the box, and is provided with flanges G, any suitable number of which may be used.

C is a flange at the bottom of the skein, having a hole, C', for the passage of a bolt, by means of which the skein is firmly secured to the axle; and by having the bolt of sufficient length it may extend through the axle, sand-board, or bolster, as well as through a rod connecting the skeins at each end of the axle, and thus form a truss-rod.

D is a hinged cover of an oil-cup, D', and may be provided with a spring as additional security to keep it shut, and turns upon the rivet or pin d. The cup D' is provided with a channel, E, which allows the oil or other lubricant to flow into a shallow groove, E', located on top of the skein.

F is the threaded end of the skein, and is intended to receive the nut F'.

The cup D' is filled with waste soaked in oil, which flows gradually through the channel E', and in this manner lubricates the parts subject to friction.

The inside of the skein is so constructed that the axle can be turned in a lathe and the two be put together without extra work or using any tool, such as draw-shave or plane.

The sand-band on the box (to be driven in the hub) is so shaped and constructed as to keep out dirt.

The flanges G on the box B keep it in place while being put in the hub, as well as afterward. This construction enables it to be set in the hub by screw-power. Even if a truss-rod is not used, the fact that the bolster on hind axle and sand-board on the front axle are bolted through the axle and skein serves as a truss of itself, and at the same time holds the skein to the axle.

Having described my invention, what I desire to secure by Letters Patent, and to claim, is—

In a wagon skein and box, the skein A, having oil-cup D', provided with hinged cover D, channel E, and groove E', in combination with box B, having sand-band H and lugs G, substantially as described, and for the purposes set forth.

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

CHARLES PIERCE.

Witnesses:

ANDREW INDERLIED,  
FRANK EDMISTER.