

J. LAHMAN.

Thimble-Skins for Vehicle Wheels.

No. 141,568.

Patented August 5, 1873.

Fig. 1.

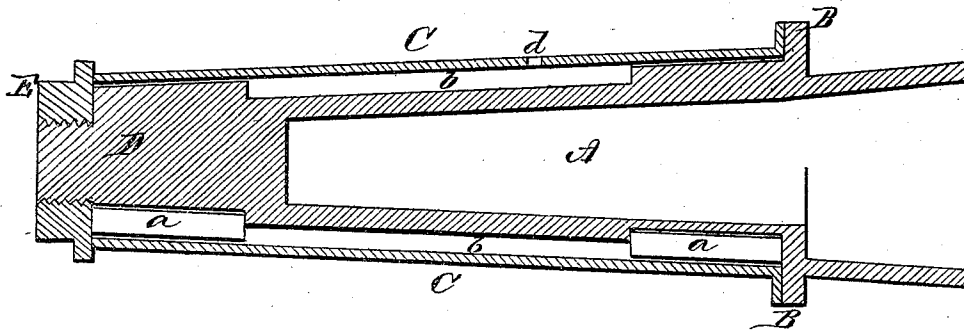


Fig. 2.

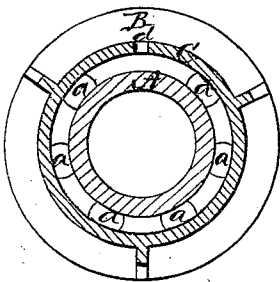


Fig. 3.

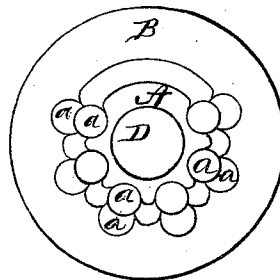
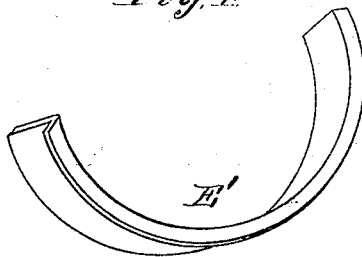


Fig. 4.



Witnesses.
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UNITED STATES PATENT OFFICE.

JOHN LAHMAN, OF PANORA, IOWA.

IMPROVEMENT IN THIMBLE-SKEINS FOR VEHICLE-WHEELS.

Specification forming part of Letters Patent No. **141,568**, dated August 5, 1873; application filed May 17, 1873.

To all whom it may concern:

Be it known that I, JOHN LAHMAN, of Panora, in the county of Guthrie and State of Iowa, have invented a new and valuable Improvement in Thimble-Skeins; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of my thimble-skein in longitudinal vertical section; Fig. 2 is a transverse vertical section, and Fig. 3 is an end view, of the same. Fig. 4 shows a rim used in taking off the box.

The nature of my invention consists in a thimble-skein for axles on vehicles provided with semi-tubular recesses at each end on the bottom and sides of the skein, and running longitudinally with the same for the reception of rollers, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation.

Like letters of reference in the several figures indicate corresponding parts.

A represents a thimble-skein made of metal, of any desired dimensions, and provided near its inner end with a circumferential flange, B, against which the inner end of the axle-box C and hub of the wheel are to rest. At the outer end of the thimble-skein is formed a screw, D, upon which to screw the cap E to hold the axle-box and hub on the axle. At each end of that part of the skein on which the axle-box C goes are formed a number of semi-tubular recesses running lengthwise of

the skein, and extending around the bottom and sides of the skein, leaving the top smooth at both ends. In these recesses are inserted rollers *a a*, which are made tapering to correspond with the shape of the spindle and skein. The rollers reduce the friction very materially on the very parts where usually the most friction is. On the top there is no friction, and hence this part needs no rollers. The rollers are to vary in length as well as in diameter, according to the size of the wagon. The center of the skein A between the two sets of rollers is made of smaller outside diameter, so that with the box C an oil-chamber, *b*, is formed all around the skein, and into this chamber oil is admitted through an aperture, *d*, in the box. E' represents a segmental steel flange to be slipped in between the box and the rollers, when the wheel is to be taken off for the purpose of holding the rollers in their places.

I am well aware that friction-rollers applied to wagon-axles are not new, and therefore I do not claim such invention, broadly; but

What I claim as new, and desire to secure by Letters Patent, is—

The thimble-skein A having at each end a number of semi-tubular recesses running lengthwise of the skein, and extending around the bottom and sides only, leaving the top smooth at both ends, and having inserted in the recesses the tapering rollers *a a*, substantially as shown and described.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

JOHN LAHMAN.

Witnesses:

GEORGE B. KING,
JAMES L. BROWN.