

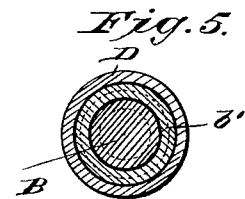
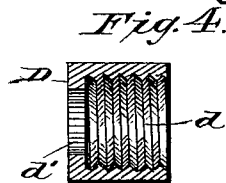
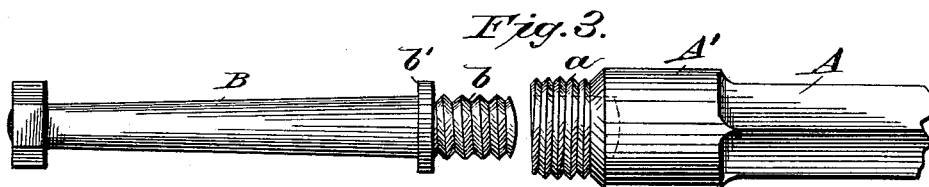
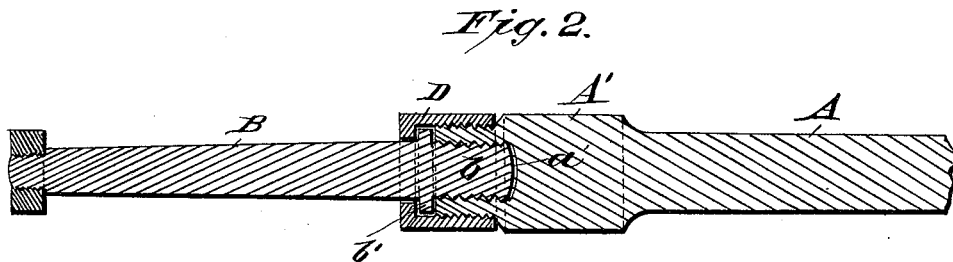
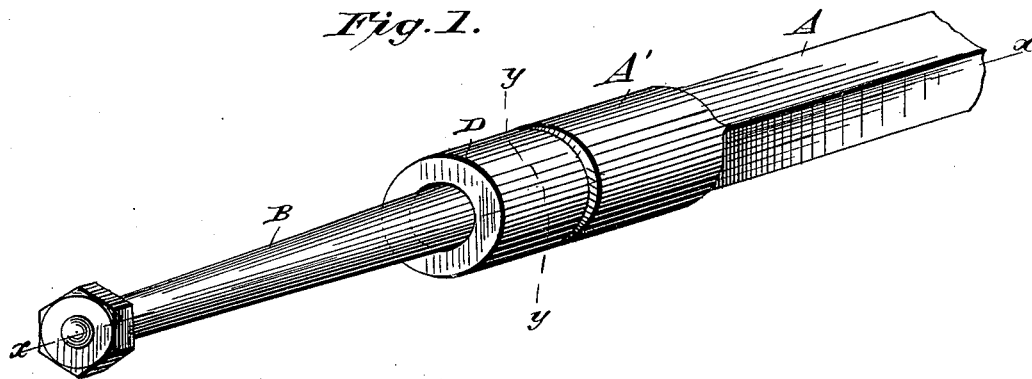
(No Model.)

LA FAYETTE T. WEVER.

VEHICLE AXLE.

No. 387,028.

Patented July 31, 1888.



WITNESSES:

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LA FAYETTE T. WEVER, OF SOPCHOPPY, FLORIDA.

VEHICLE-AXLE.

SPECIFICATION forming part of Letters Patent No. 387,028, dated July 31, 1888.

Application filed September 12, 1887. Serial No. 249,474. (No model.)

To all whom it may concern:

Be it known that I, LA FAYETTE T. WEVER, of Sopchoppy, in the county of Wakulla and State of Florida, have invented new and useful Improvements in Vehicle-Axles, of which the following is a full, clear, and exact description.

My invention relates to an improvement in vehicle axles, and has for its object to provide an axle wherein the spindle will be detachable therefrom, and wherein the strongest portion of the axle will be at its union with the spindle, and wherein, further, should the spindle break, it may be readily detached and another quickly inserted.

The invention consists in the construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claim.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a perspective view of the axle and attached spindle. Fig. 2 is a central vertical and longitudinal section on line *x x*, Fig. 1. Fig. 3 is a side elevation of the detached spindle and axle, and Fig. 4 is a sectional view of the locking-sleeve. Fig. 5 is a transverse section on line *yy* of Fig. 1.

In carrying out the invention the ends of the axle *A* are provided with an enlargement, *A'*, preferably cylindrical, which enlargement is provided with an exterior thread, *a*, at its extremity and a longitudinally-threaded aperture, *a'*, the threads upon the inside being, for example, ten to the inch, and the exterior threads, *a*, about sixteen to the inch.

The inner ends of the spindles *B* are exteriorly threaded, as at *b*, the threads being made to correspond with the threads upon the inner side of the enlargement of the axle, and the spindles *B* are further provided with an annular collar, *b'*, at the intersection of the

smooth and threaded surfaces, as illustrated in Fig. 3.

Over the spindle *B* an interiorly-threaded sleeve, *D*, is slid, the threads in the sleeve corresponding with the exterior threads *b* upon the axle, and the outer end of the sleeve *D* is closed, as shown in Fig. 4, and provided with a central aperture, *d*, of a diameter slightly greater than the diameter of the spindle at the collar.

In operation the threaded end of the spindle is screwed into the aperture of the enlargement upon the axle until the collar *b'* bears against the end of the latter. The sleeve *D* is thereupon screwed upon the exteriorly-threaded surface of the enlargement until the outer end of the sleeve is brought in close contact with the collar, as shown in Fig. 2.

It will be observed that the two sizes of threads employed in forming the connection produce a complete lock, and that the quantity of interlocked metal at the engagement of the spindle with the axle renders that point stronger than elsewhere.

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

The combination, with an axle having an enlargement at its ends provided with an exterior thread, and a longitudinal aperture having a thread of coarser pitch than the exterior thread, of a spindle provided with an exteriorly-threaded extremity adapted to enter the aperture of the axle and a plain collar in front of said thread, and an interiorly-threaded flanged sleeve adapted to slide upon the spindle and engage the exteriorly-threaded surface of the axle and lock the spindle and axle, substantially as set forth.

LA FAYETTE T. WEVER.

Witnesses:

H. H. WALKER,
W. W. WALKER.