

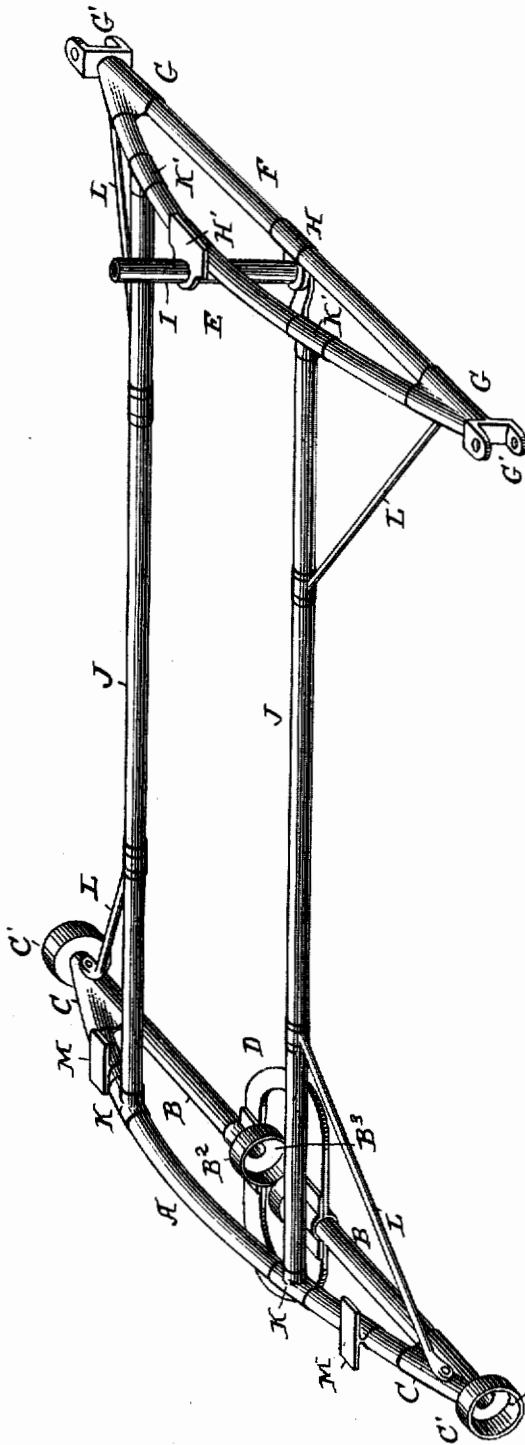
DESIGN.

No. 31,948.

Patented Dec. 5, 1899.

F. E. & F. O. STANLEY.
AXLE FRAME FOR LOCOMOBILES.

(Application filed Nov. 11, 1899.)



Witnesses
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UNITED STATES PATENT OFFICE.

FRANCIS EDGAR STANLEY AND FREELAN O. STANLEY, OF NEWTON,
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DESIGN FOR AN AXLE-FRAME FOR LOCOMOBILES.

SPECIFICATION forming part of Design No. 31,948, dated December 5, 1899.

Application filed November 11, 1899. Serial No. 736,699. Term of patent 14 years.

To all whom it may concern:

Be it known that we, FRANCIS EDGAR STANLEY and FREELAN OSCAR STANLEY, citizens of the United States, residing at Newton, in the county of Middlesex and State of Massachusetts, have invented and produced a new and original Design for Axle-Frames for Locomobiles, of which the following is a specification, reference being had to the accompanying drawing, forming part thereof.

In the accompanying drawing our new design is shown in perspective.

The essential features of our new design for axle-frames comprise a driving-axle having an arched member and a straight member in two parts, their outer ends merging into and joining the arched member, and an oval yoke interposed between the inner ends of the two parts of the straight member, a steering-axle also having an arched member and a straight member, their outer ends merging toward each other with union socket-pieces and longitudinal perches uniting the two axles.

Thus, referring more particularly to the drawing, the driving-axle comprises an arched member A, a straight member in two parts B B', the outer ends of which two members merge into each other and into the union socket-pieces C C, the outer faces of which are expanded at C' and recessed at C². In-

terposed between the inner ends of the two parts of the straight member is an oval yoke D, while the inner ends of the straight member are expanded, as at D², and recessed, as at D³. The steering-axle also comprises an arched member E and a straight member F, the outer ends merging into tapering union socket-pieces G G, the outer ends of which are forked, as at G'. The centrally-arranged brackets H H' are on the central portions of the two members, with a vertical tube I passing through them. The perches J J extend from socketed collars K K on the driving-axle to similar collars K' K' on the steering-axle, and diagonal brace-rods L L extend from the perches to the union socket-pieces. Cross-bearings M M are arranged between the union socket-pieces and the collars on the arched member of the driving-axle.

What is claimed is—

The design for an axle-frame for locomobiles, substantially as herein shown and described.

In testimony whereof we have signed our names to this specification in the presence of two subscribing witnesses.

FRANCIS EDGAR STANLEY.
FREELAN O. STANLEY.

Witnesses:

J. W. BACON,
B. F. BACON.