

G. G. LARKIN.

Fifth Wheel.

No. 42,199.

Patented Apr. 5, 1864.

Fig. 1

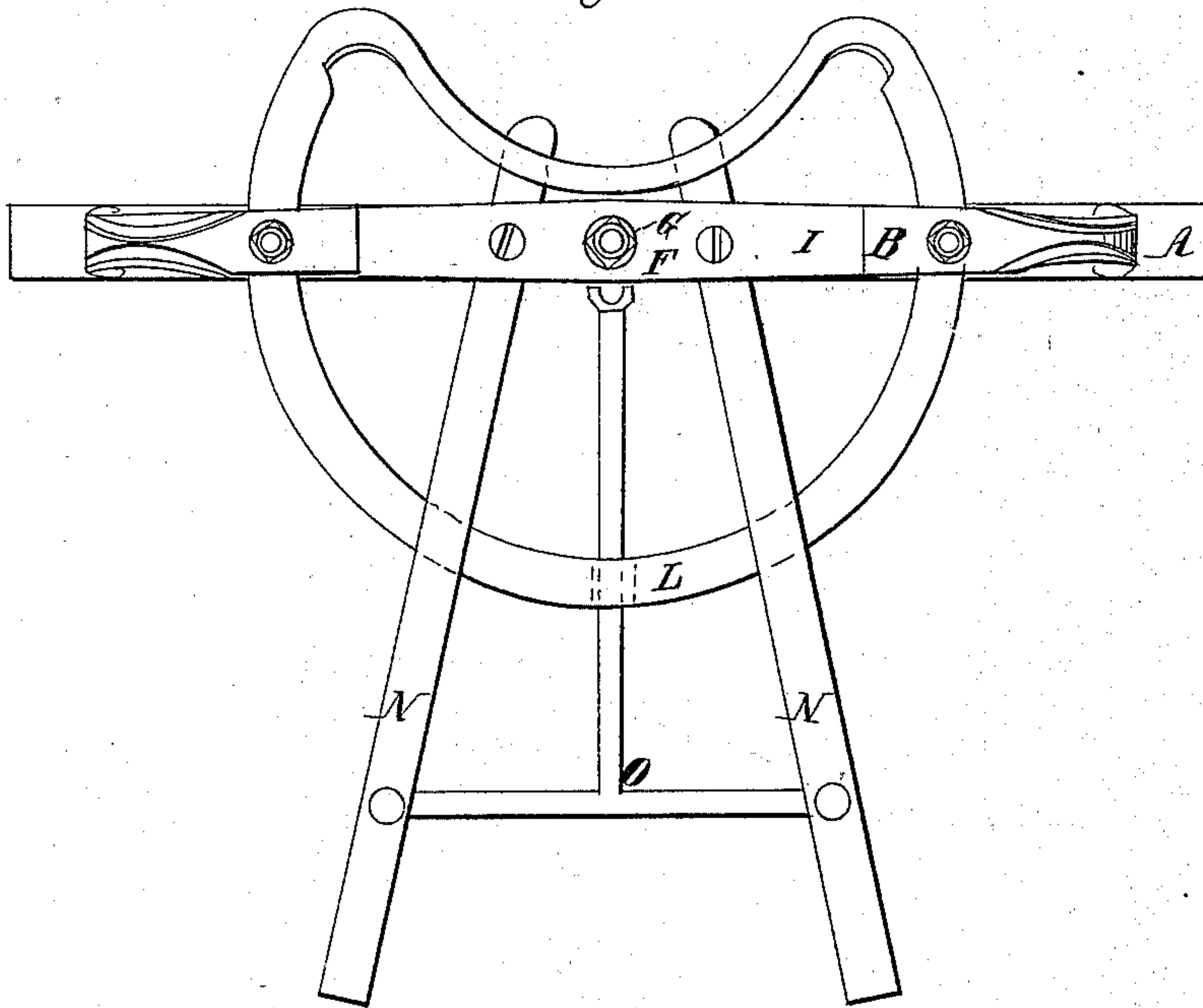
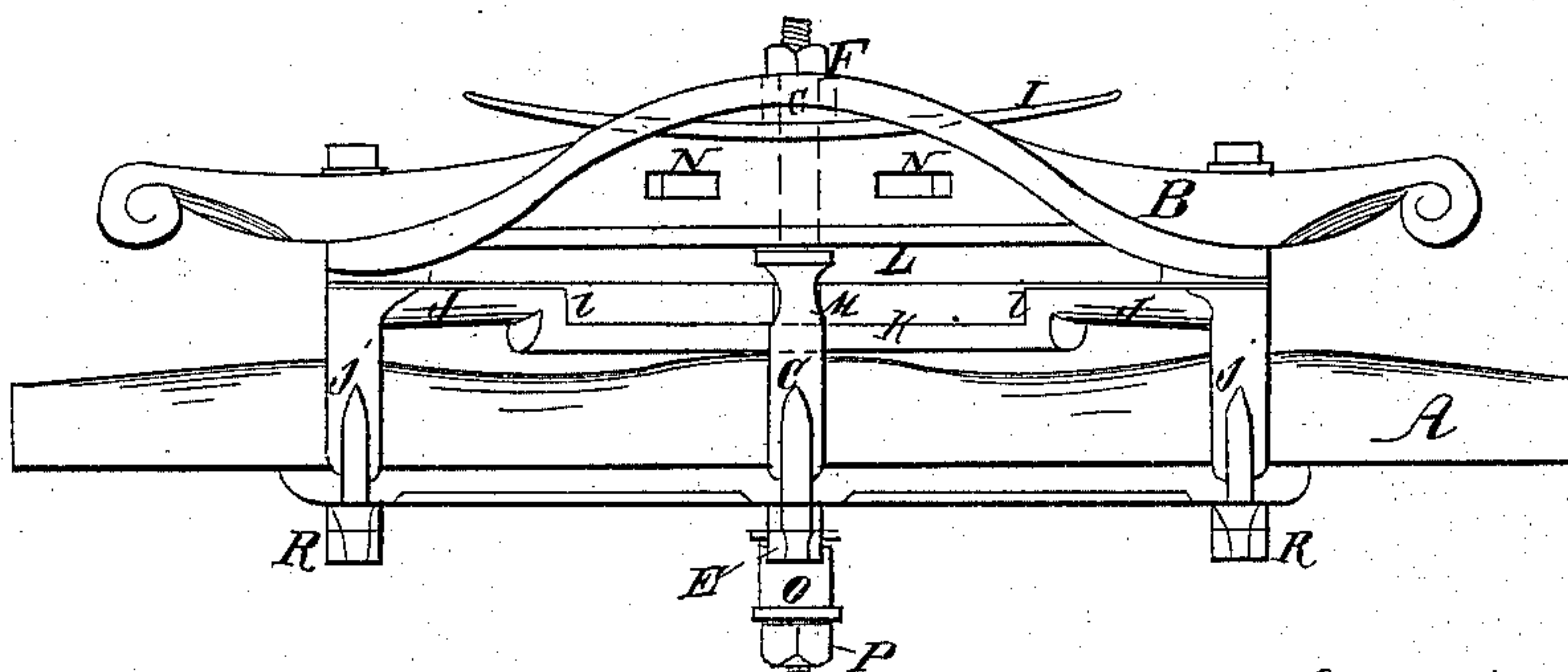


Fig. 2



Witnesses {
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GEORGE G. LARKIN, OF WEST AMESBURY, MASSACHUSETTS.

IMPROVEMENT IN CARRIAGE CIRCLE-COUPPLINGS.

Specification forming part of Letters Patent No. 42,199, dated April 5, 1864.

To all whom it may concern:

Be it known that I, GEORGE G. LARKIN, of West Amesbury, in the county of Essex and State of Massachusetts, have invented a new and useful Improvement in Carriage Circle-Couplings; 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 accompanying drawings, forming a part of this specification, in which—

Figure 1 is a top view, and Fig. 2 a front view.

Like parts are indicated by the same letters in both drawings.

My invention relates to what are known as "circle-couplings;" and it consists in providing the upper circle, L, with a stop, M, to operate in combination with jogs or shoulders *i i*, formed by sinking the back part, K, of the lower circle, J, as hereinafter described, so that in turning a carriage said stop and jogs shall prevent the front wheels from striking and grinding on "gall-irons," or the sides of the carriage, whereby the latter is often upset or lifted so as to break the springs, while at the same time, by thus depressing the back K of the lower circle, J, much of the usual disagreeable rattle is avoided.

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

A is the wood to which the axle-tree is attached in the usual manner. B is the "head-block," to which are confined by bolts and screws the spring seat I, and the upper circle, L, and through which are also passed the front ends of the perches N N. C is the "king-bolt," the lower part of which clasps the axle A, being confined by means of nuts E, as shown in Fig. 2, while the upper part, passing through the head-block B, is provided with a

screw and a nut, F, which rests upon a rubber washer, G, by means of which devices the upper circle is always pressed sufficiently hard upon the under. O is a brace running from the perches to the bottom of the king-bolt or screw P, as shown in Fig. 2. The upper circle, L, is constructed substantially like those in general use, except that its under side at the center is provided with a stop, M, as shown in Fig. 2, and for the purposes described above. The under circle is attached to the axle A in the usual manner, the clamps *j j* being a continuation of the circle, and provided at their lower ends with screws and nuts R R, as represented in Fig. 2. This under circle (see Fig. 2) consists of two side arcs, J J, and a central arc, K, the latter being depressed, so as to form two jogs or shoulders, *i i*, against which, in turning the carriage, the stop M of the upper circle will strike and bear, and for the purposes described above.

My coupling can be made about or quite as cheap as any circle-couplings in use, and obviously constitutes a great improvement over them, taking the place of gall-irons, straps and chains, and preventing many serious accidents to riders as well as to the carriage itself.

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

Connecting the two side arcs, J J, of the lower circle by means of the depressed arc K, in combination with the stop M, substantially as set forth, and for the purpose described.

GEORGE G. LARKIN.

Witnesses:

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FREDERIC SARGENT.