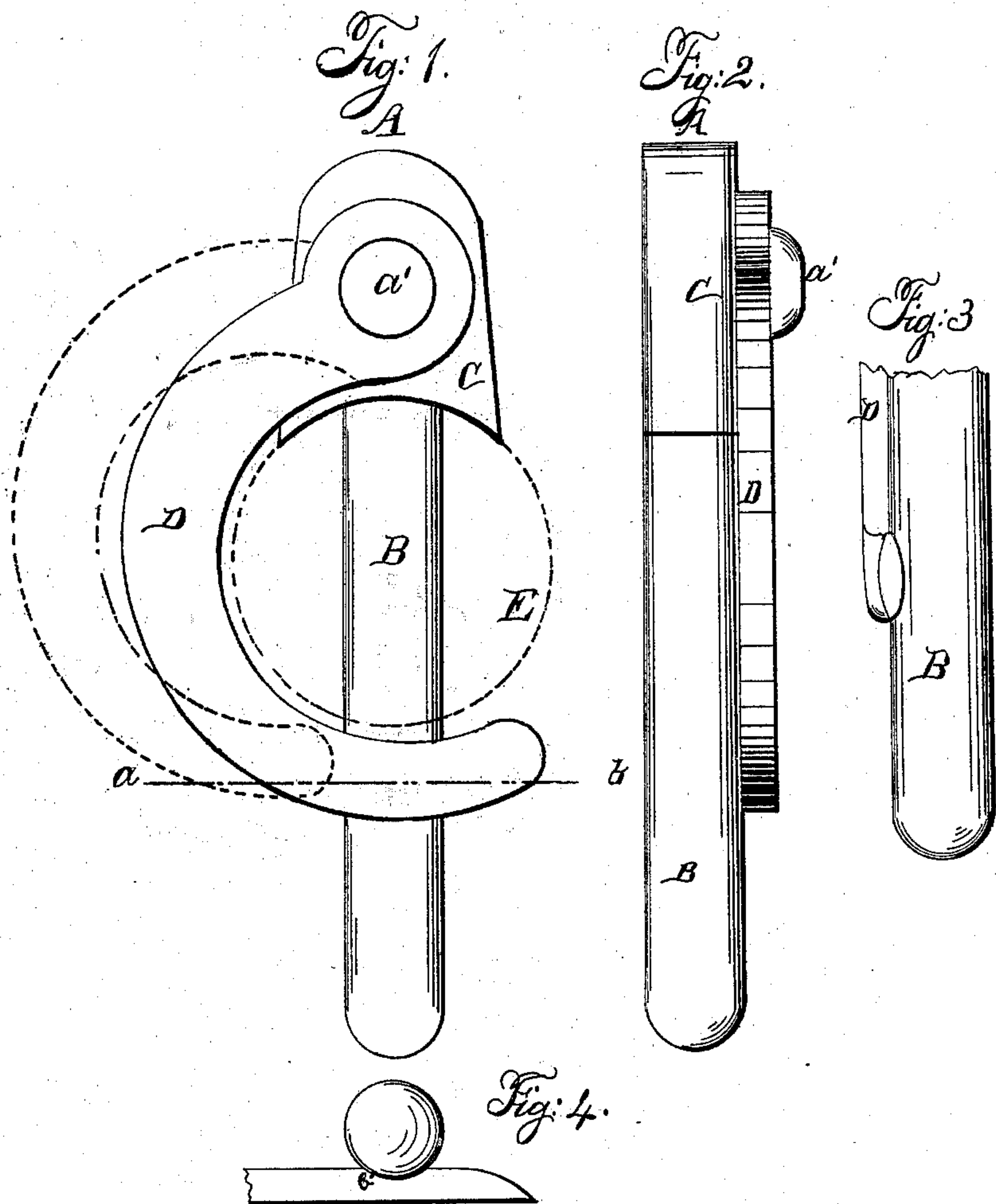


G. WRIGHT.

Linch-Pin.

No. 47,674.

Patented May 9, 1865.



Witnesses

S. S. Zahnestroffe  
E. J. Jesmitzer

Inventor,

Geo. Wright.

# UNITED STATES PATENT OFFICE.

GEORGE WRIGHT, OF WASHINGTON, DISTRICT OF COLUMBIA.

## IMPROVEMENT IN LINCHPINS.

Specification forming part of Letters Patent No. 47,674, dated May 9, 1865.

*To all whom it may concern:*

Be it known that I, GEORGE WRIGHT, of the city and county of Washington, and District of Columbia, have invented a new and Improved Linchpin; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

The nature of my invention consists in providing a safety-linchpin—one beyond almost the remotest possibility of being displaced from its position in the axle accidentally, at the same time, by hand, readily removed or put in place.

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

In the drawings, Figure 1 is an elevation of the linchpin. Fig. 2 is a side view of the same. Fig. 3 is a horizontal section on line *a b*; and Fig. 4 is a partial side view, reverse of Fig. 2.

A represents the linchpin proper, composed of the stem B and head C. D is a curved arm pivoted to the head at *a'*, and hugging or surrounding, to a certain extent, the end of the axle E, protruding beyond the hub. The arm D in length is more than a semicircle, and bears upon the stem B of the linchpin below the axle by spring-pressure, and cannot be displaced by any rapid jostling over rough roads. Where it bears on the stem B a small recess or seat, *b'*, is made to fit the same, this forming a lock to prevent accidental displacement. The extreme lower end of the arm extends beyond or in front of the stem or pin. This enables the same to be taken hold of easily by hand, displaced—that is, raised—and pushed to the rear or one side, so as to clear the pin and axle. It then becomes a

handle by which to raise the pin out of its seat or cavity in the axle.

The arm D can, if desired, work in a slot in the head C, and it can enter a rabbet or slot in the lower part of the pin below the axle; but I consider the arrangement above described better. The arm D may have an L-slot in it, and can be attached to or detached from the linchpin, as desired.

The linchpin shown and described is one which has been adopted by the United States ordnance department for its field-batteries. Without departing from the nature of my invention, it can be readily modified to suit all other vehicles where a linchpin is desired, and may advantageously replace the screw and nut on the end of some axles.

It must be seen from a cursory examination that the safety-arm D, which replaces split keys, leather thongs, &c., is always in place permanently, and securely attached to the pin A, no likelihood of its becoming lost from the same, and when bearing against the pin B below the axle no possibility of being displaced and permitting the pin to get out of its seat or hole by accident, at the same time affording a ready means of removal by hand.

Without departing from the nature of my invention, I can vary the working of the arm D to suit vehicles having hub-bands.

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

1. The safety or embracing arm D.
2. The arm D, in combination with the pin A, constructed and operated substantially as described, for the purpose set forth.

GEO. WRIGHT.

Witnesses:

S. S. FAHNESTOCK,  
E. J. LEESNITZER.