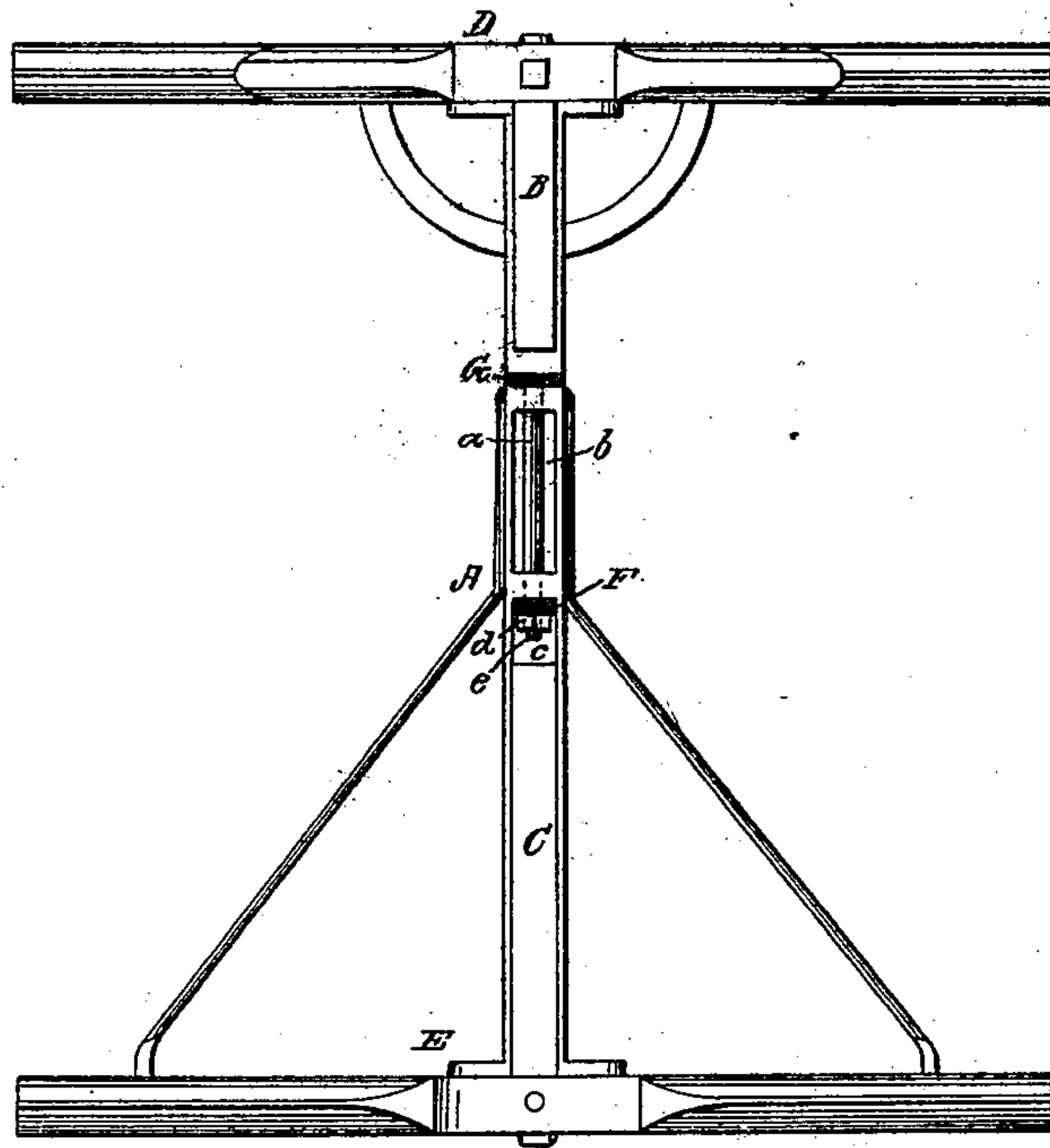


L. THEOBALD.

Carriage.

No. 98,443.

Patented Dec. 28, 1869.



Witnesses:

Phil. T. Dodge.  
E. J. Sommer.

Inventor:

L. Theobald.  
by Dodge & Munn.  
his attys.

# United States Patent Office.

LEWIS THEOBALD, OF BREMEN, INDIANA.

*Letters Patent No. 98,443, dated December 28, 1869.*

## IMPROVEMENT IN CARRIAGES.

The Schedule referred to in these Letters Patent and making part of the same.

*To all whom it may concern:*

Be it known that I, LEWIS THEOBALD, of Bremen, in the county of Marshall, and State of Indiana, have invented certain new and useful Improvements in Carriages; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making part of this specification, and to the letters of reference marked thereon, like letters indicating like parts wherever they occur.

To enable others skilled in the art to construct and use my invention, I will proceed to describe it.

My invention relates to carriages, and consists in providing the swivel-joint placed in the coupling-bar with intervening leathers, for the purpose of having the running gear adjust itself, without noise or strain, to the uneven surfaces of the road.

In the drawing, the figure represents a top plan view of my device.

I construct a coupling-pole, A, in two parts, B and C, and connect one end of each to the front and hind axle-trees D and E, respectively, in any of the usual ways, as shown in the drawing.

The rear end of the front part B I provide with a rod, *a*, and the front end of the rear part C with two sockets, *b* and *c*, with openings or holes of the requisite size to allow the insertion of the rod *a*, which has a screw-thread upon its end, with a nut, *d*, provided with a set-screw, *e*.

When thus constructed, I connect the two parts B and C, of the coupling-pole A, by passing the rod *a*

through the sockets *b* and *c*, having first placed upon it a leather, G, so as to have it come between the ends of the parts, and by screwing upon the end of the rod *a*, after it enters the socket *c*, the nut *d*, and setting it with the set-screw *e*, having, however, placed upon the rod another leather, F, so as to come between the nut and the front face of the socket.

By this construction I form a double swivel-joint, which allows each part of the coupling-pole to turn or revolve independent of the other, and the connection is such that it can be loosened or tightened, as desired, while the interposing leathers will prevent all rattling.

As this joint is in the rear of the circle or sway-bar of the carriage, it will be seen that when either of the front wheels is raised higher than the other, from any cause, that there will not be any unusual strain upon the king-bolt or upon the circle, as the swivel-joint allows the front part of the coupling-pole to turn independently of its rear part, and to suit itself to any inclines of the front axle, with its king-bolt and circle.

Having thus described my invention,

What I claim, is—

A coupling or reach, A, constructed of two parts, B and C, connected together by a double socket and bolt, *b*, with intervening leathers F and G, all arranged substantially as herein described.

LEWIS THEOBALD.

Witnesses:

SAMUEL CLINE,  
H. J. MACOMBER.