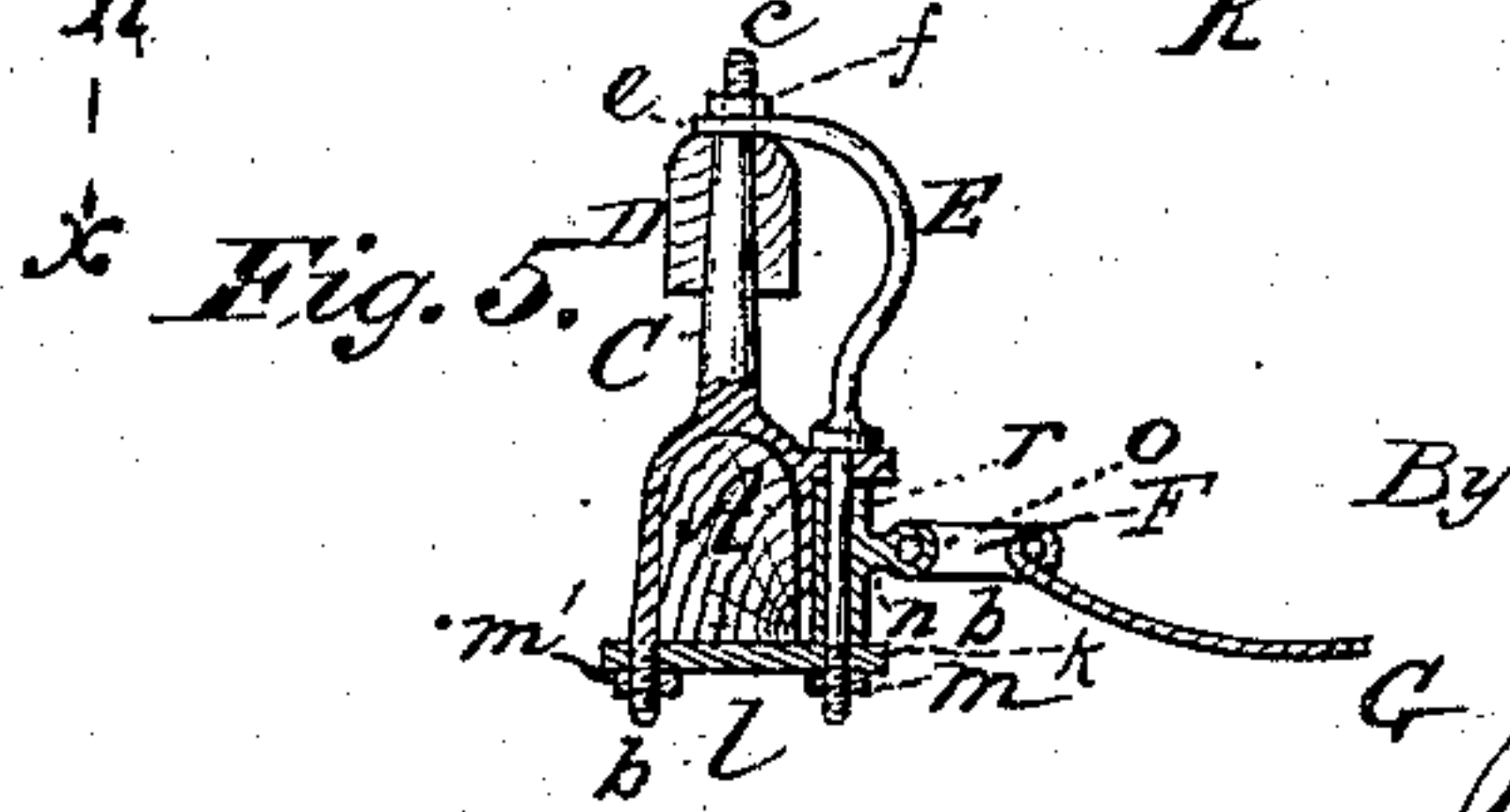
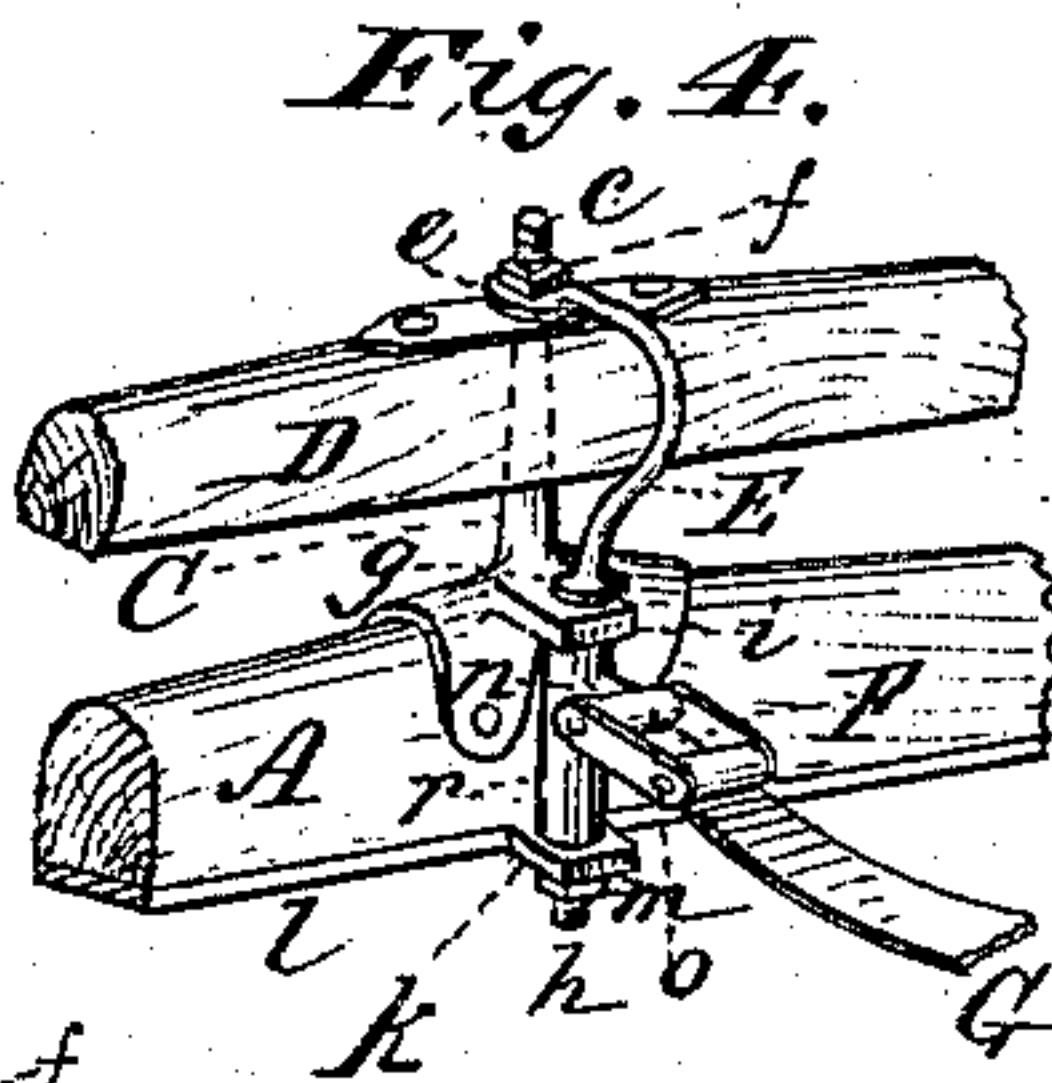
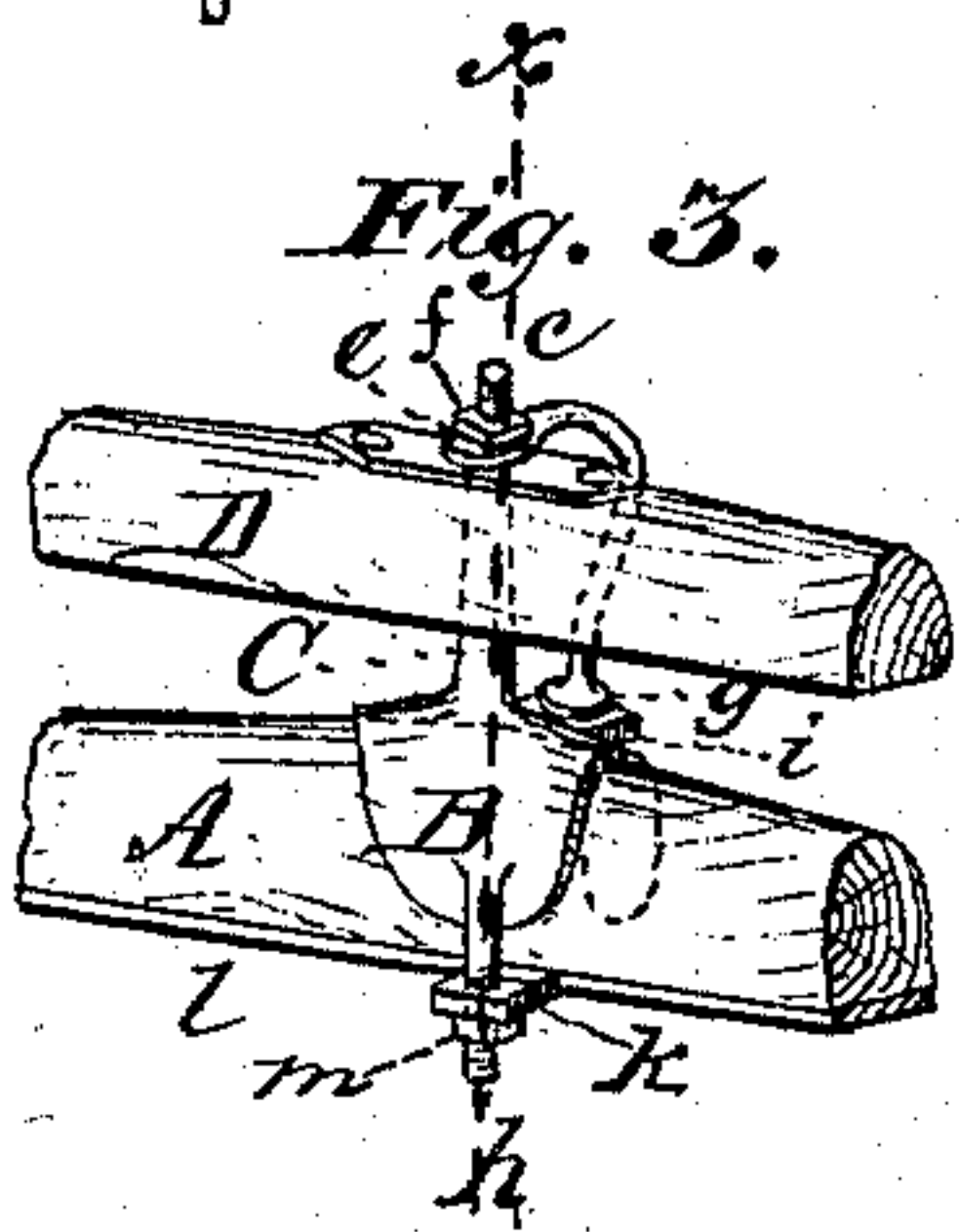
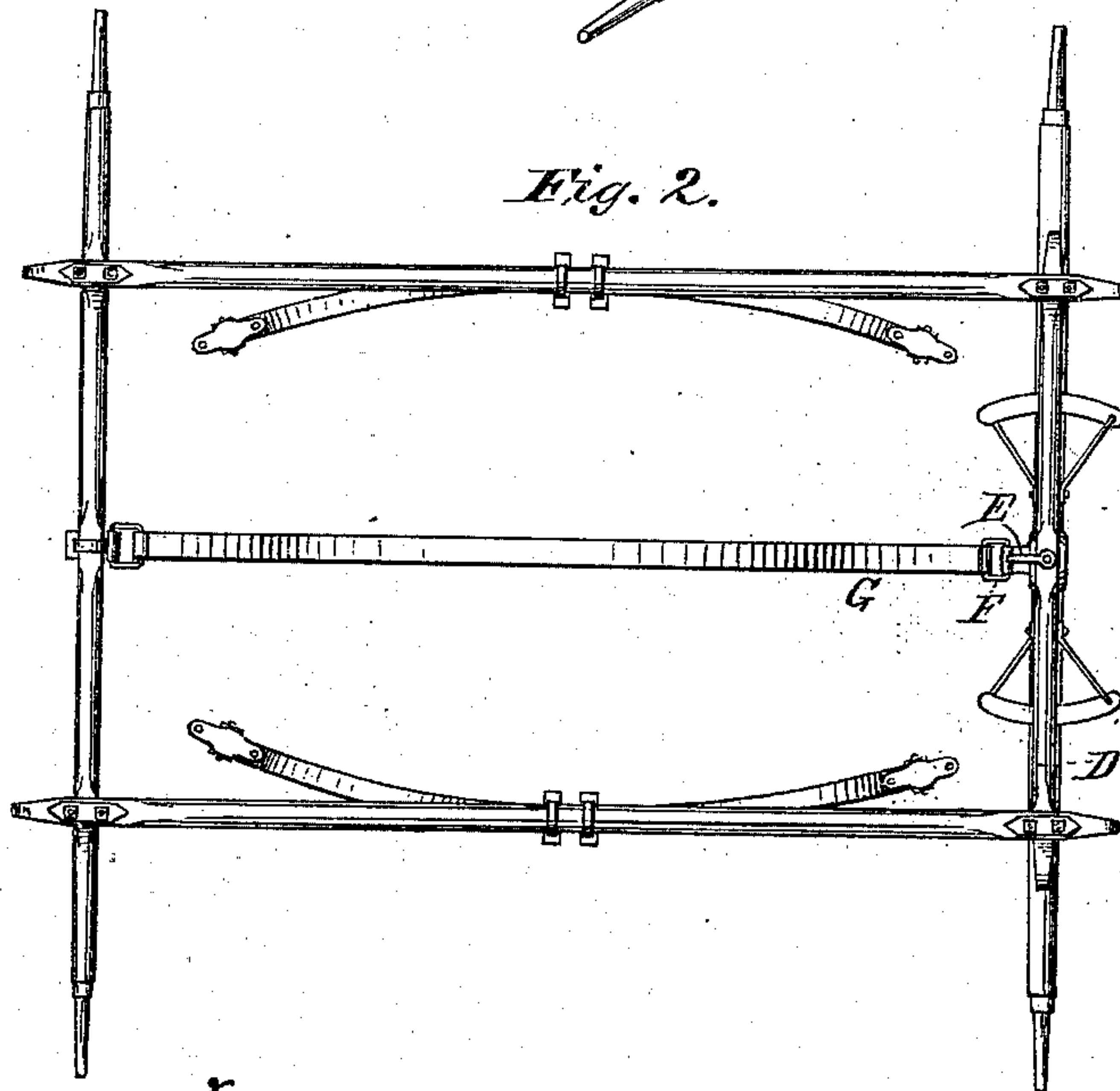
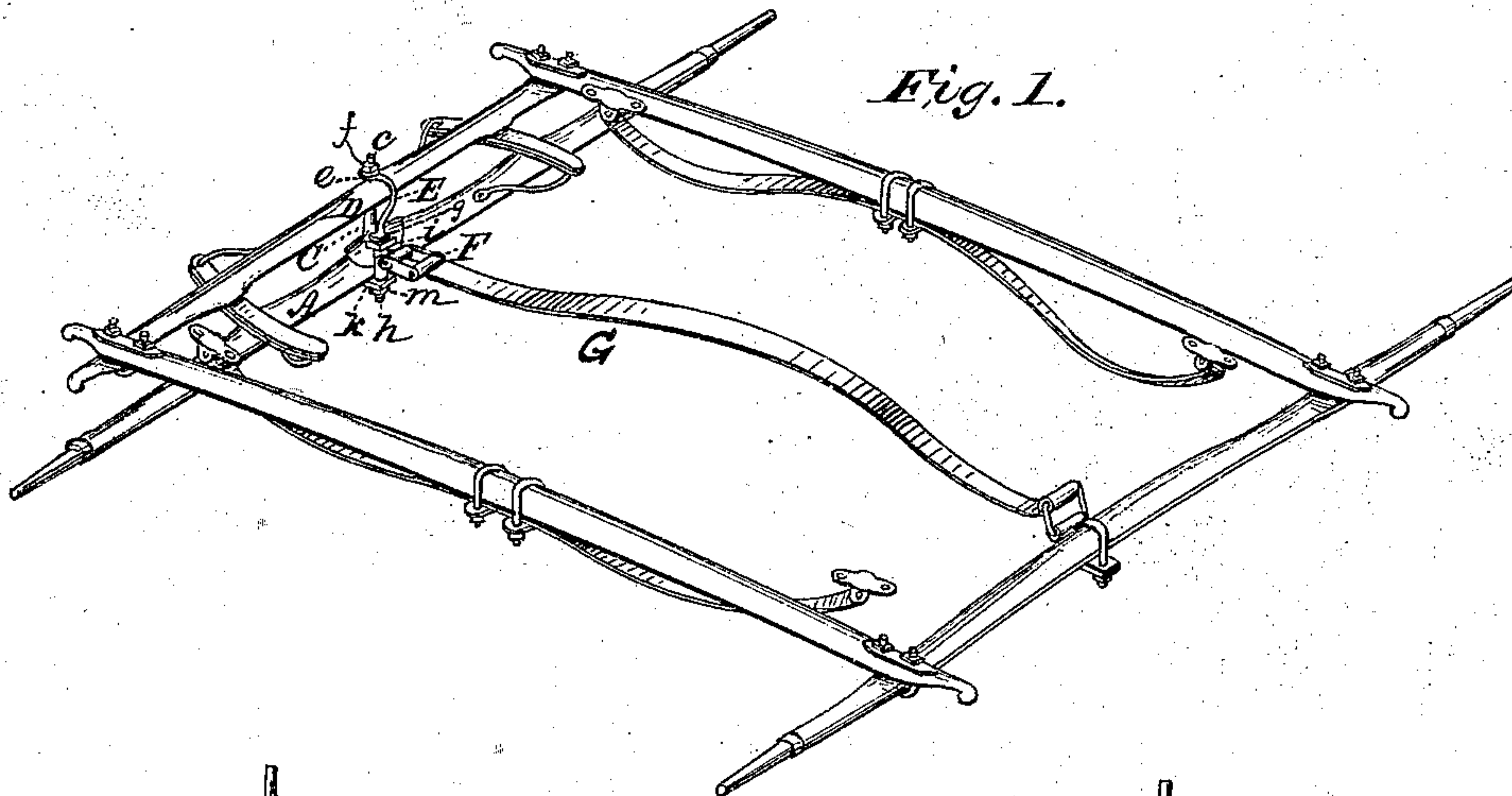


A. B. WEBSTER.  
Carriage-Coupling.

No. 217,498.

**Patented July 15, 1879.**



Witnesses:

J. C. Brecht,  
Wm. B. Hale.

*Inventor:*

Albert B. Webster,

By James L. Norris.  
Attorney.



# UNITED STATES PATENT OFFICE.

ALBERT B. WEBSTER, OF MANCHESTER, NEW HAMPSHIRE.

## IMPROVEMENT IN CARRIAGE-COUPPLINGS.

Specification forming part of Letters Patent No. 217,498, dated July 15, 1879; application filed November 8, 1878.

*To all whom it may concern:*

Be it known that I, ALBERT B. WEBSTER, of Manchester, Hillsborough county, and State of New Hampshire, have invented new and useful Improvements in the Construction of Carriages, of which the following is a specification.

This invention relates to an improvement in king-bolts and safety devices for securing the connection of the rocker or front bolster with the axle.

It consists in the combination, with a pin or bolt adapted to be secured to the middle of an axle-tree, a bent bar or loop, having one of its ends removably attached to the projecting end of said pin or bolt, and its other end passing through lugs or projections near the base thereof, and having swiveled upon it a shackle, adapted for attachment to the perch of a wagon, said bent bar or loop being adapted to curve around and embrace one side of a bolster or rocker, when its end is secured to the pin or bolt extending through said bolster or rocker, as hereinafter more particularly described.

In the drawings, Figure 1 is a perspective view of a portion of the running-gear of a side-bar wagon, showing my invention in position as when in use. Fig. 2 is a top view of same. Fig. 3 is a front view of portions of a front axle-tree and bolster, showing my invention as applied to use. Fig. 4 is a rear view of the same. Fig. 5 is a partial cross-section on line *x x*, Fig. 3.

The letter A indicates the front axle, to the middle of which is attached a clip, B, projecting upward from which, and formed in one piece therewith, is a pin or bolt, C, having a screw-threaded tip, *c*. This pin or bolt C is intended to project through the rocker or front bolster, D, and performs, in relation thereto, the function of the ordinary bolt.

A bent bar or loop, E, curves around and embraces loosely the bolster or rocker. The upper end of this curved bar or loop is provided with an eye, *e*, which fits over the top of the pin or bolt C; and *f* is a nut, which fits upon the screw-threaded tip of said pin or bolt, and holds the eye end of the curved bar or loop E in connection therewith.

At the lower end of the curved portion or loop of the bar E is formed a shoulder, *g*, and from this shoulder said bar has a straight extension, *h*. This straight extension *h* passes

through a perforated lug, *i*, projecting from the base of the pin or bolt C, and its lower screw-threaded end extends through a hole in a lug, *k*, projecting from a metallic base-bar brace, *l*, attached to the under side of the axle-tree, a similar lug projecting from the other side of said brace or base-bar receiving the end of the finger *b* or bolt of the clip B, and *m m'* indicating nuts, which fit upon and hold said clip-finger or bolt and the extension *h*. The letter F indicates a shackle, composed of a swiveling-sleeve, *r*, which fits upon the extension *h*, between the lugs *i* and *m*, and has a lateral arm, *n*, terminating in an elongated eye, *o*, lying at right angles to the sleeve *r*. In this elongated eye *o* fits loosely a round pin, forming one end of the link or loop F, the other end of which is formed by a similar pin, adapted for attachment to spring-perch G. The sleeve *r* may, however, be adapted for attachment to a rigid perch.

In Fig. 3 of the drawings the front bolster or rocker, D, is shown in position, the pin or bolt C passing through it, (the eye *e* of the safety device,) the bar E resting upon it, and the curved portion of said bar embracing it, so that, on account of the fastening of the extension *h* and consequent firm retention of the bar E in place, the rocker or bolster cannot rise or become detached from the axle-tree.

It will be seen that the bar E and its extension *h* serve the double purpose of securing the rocker or bolster and coupling the perch to the front axle-tree by a swivel-coupling.

Having now described my invention, what I claim is—

The combination, with a pin or bolt attached to a clip adapted to be secured to the middle of an axle-tree, of a bent bar or loop, having one of its ends removably attached to the projecting end of said pin or bolt, and its other end passing through lugs or projections near the base thereof, and a shackle swiveled upon an extension from the lower end of said bent bar or loop, and adapted for attachment to a perch, substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 1st day of November, 1878.

ALBERT B. WEBSTER.

Witnesses:

J. J. WEBSTER,

R. J. P. GOODWIN.