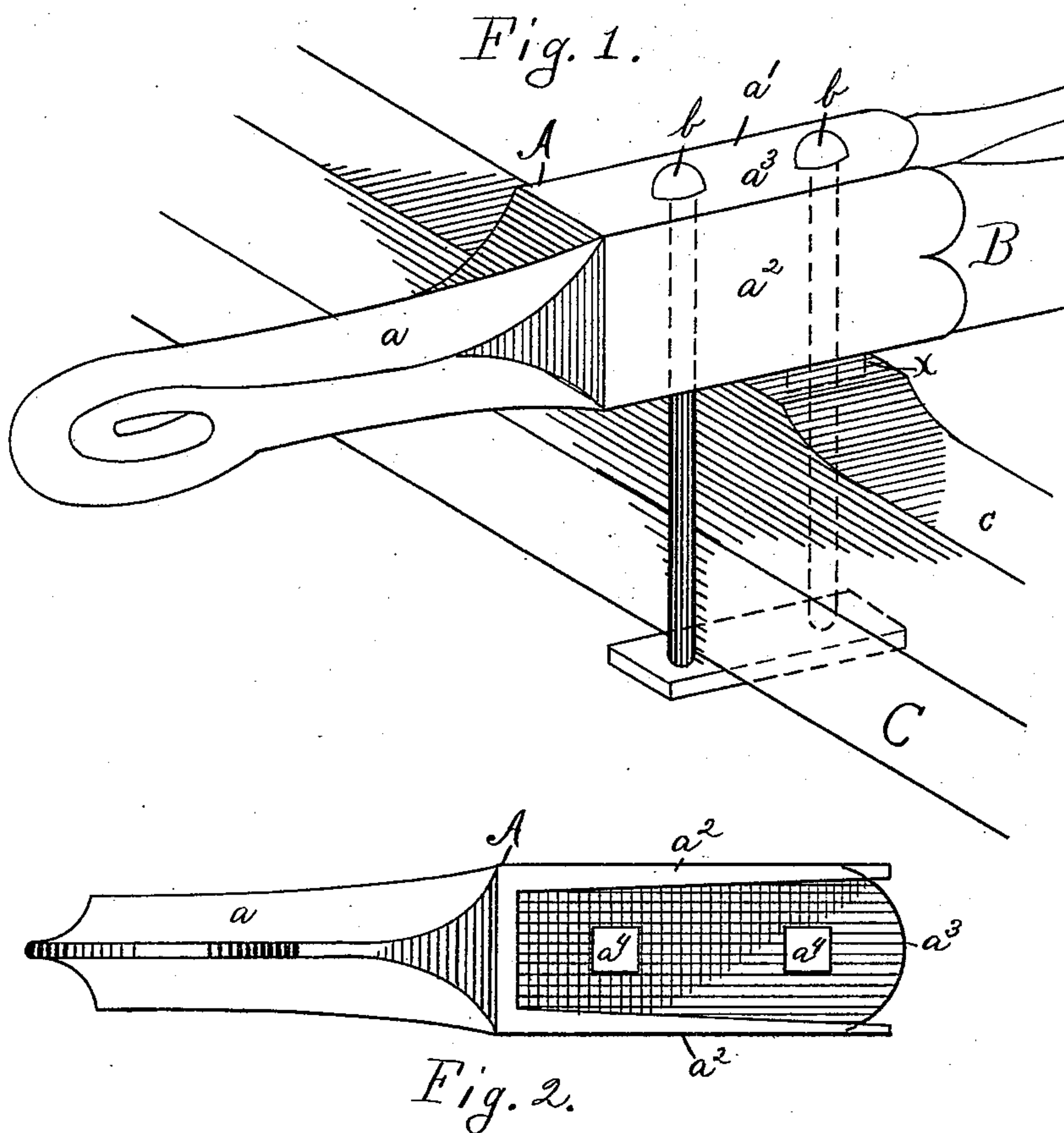


(No Model.)

E. K. BUMPASS.
METALLIC END FOR VEHICLES.

No. 449,664.

Patented Apr. 7, 1891.



WITNESSES:

A. C. Glascocks
M. C. Lumsdalen

INVENTOR

E. K. Bumpass

BY

John S. Duffie
ATTORNEY.

UNITED STATES PATENT OFFICE.

EDWARD K. BUMPASS, OF PINE BLUFF, ARKANSAS.

METALLIC END FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 449,664, dated April 7, 1891.

Application filed September 29, 1890. Serial No. 366,468. (No model.)

To all whom it may concern:

Be it known that I, EDWARD K. BUMPASS, a citizen of the United States, residing at Pine Bluff, in the county of Jefferson and State of Arkansas, have invented certain new and useful Improvements in Metal Ends for Side and Spring Bars of Carriages and Buggies; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention has relation to metallic ends for side bars and other like parts on vehicles; and it consists in the novel construction and arrangement of its parts.

In the accompanying drawings, Figure 1 is a perspective view of the end of a side bar B and part of the axle C and wood-work *c* with my invention attached thereto. Fig. 2 is a bottom view of my invention with lugs *x x* left off.

My invention is described as follows:

It consists of a casting A, having a finished end *a* and a hollow end *a'*. The hollow end consists of two side plates *a² a²*, each provided with a lug *x*, and a top plate *a³*, which has perforations *a⁴*. The inner faces of the side plates converge slightly at their outer ends. (See Fig. 2.) To apply this end the side bar B is cut to fit in the tapering socket formed by the side plates and the top plate, and holes are then bored through it to correspond with the holes *a⁴* in the top plate, so that the end of the bar B may by a draw-bore be made to fit very tightly therein. Then bolts *b* are passed through both the top plate and side bar B and are secured under axle C in any suitable man-

ner. There are small sockets Y cut in the wood-work *c* of the axle C to receive the lugs *x*. Said sockets are not as long as the said wood-work *c* is wide, leaving a good strong abutment at each end of said socket, and the said lugs are just long enough to fit into said sockets. This will prevent the side bar from having any longitudinal or lateral motion, and they holding the side bar in both directions and the bolts *b* holding it down to the axle also and preventing any longitudinal motion makes it impossible for said side bar to slip.

As a modification of my invention I may dispense with the lugs *x* and cut a depression in the wood-work *c* to receive the casting and side bar, and thus equally prevent lateral motion, while the said bolts prevent longitudinal motion.

Having described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The combination of the metallic end A, having the hollow end consisting of the top plate *a³*, having the perforations *a⁴*, side plates *a²*, having converging inner sides and the short downwardly-extending lugs *x*, side bar B, secured tightly by draw-bore in said end, axle-cap *c*, having the short sockets *y* to receive the lugs *x*, and axle C, fitting under cap *c*, bolts *b*, passing through the perforations in top plate *a³*, through said bar B, thence down on either side of said cap *c* and axle C, and secured by any suitable means, all substantially as shown and described, and for the purposes set forth.

In testimony whereof I affix my signature in presence of two witnesses.

EDWARD K. BUMPASS.

Witnesses:

EDWARD H. COLHOUER,
WILLIAM J. HARPER.