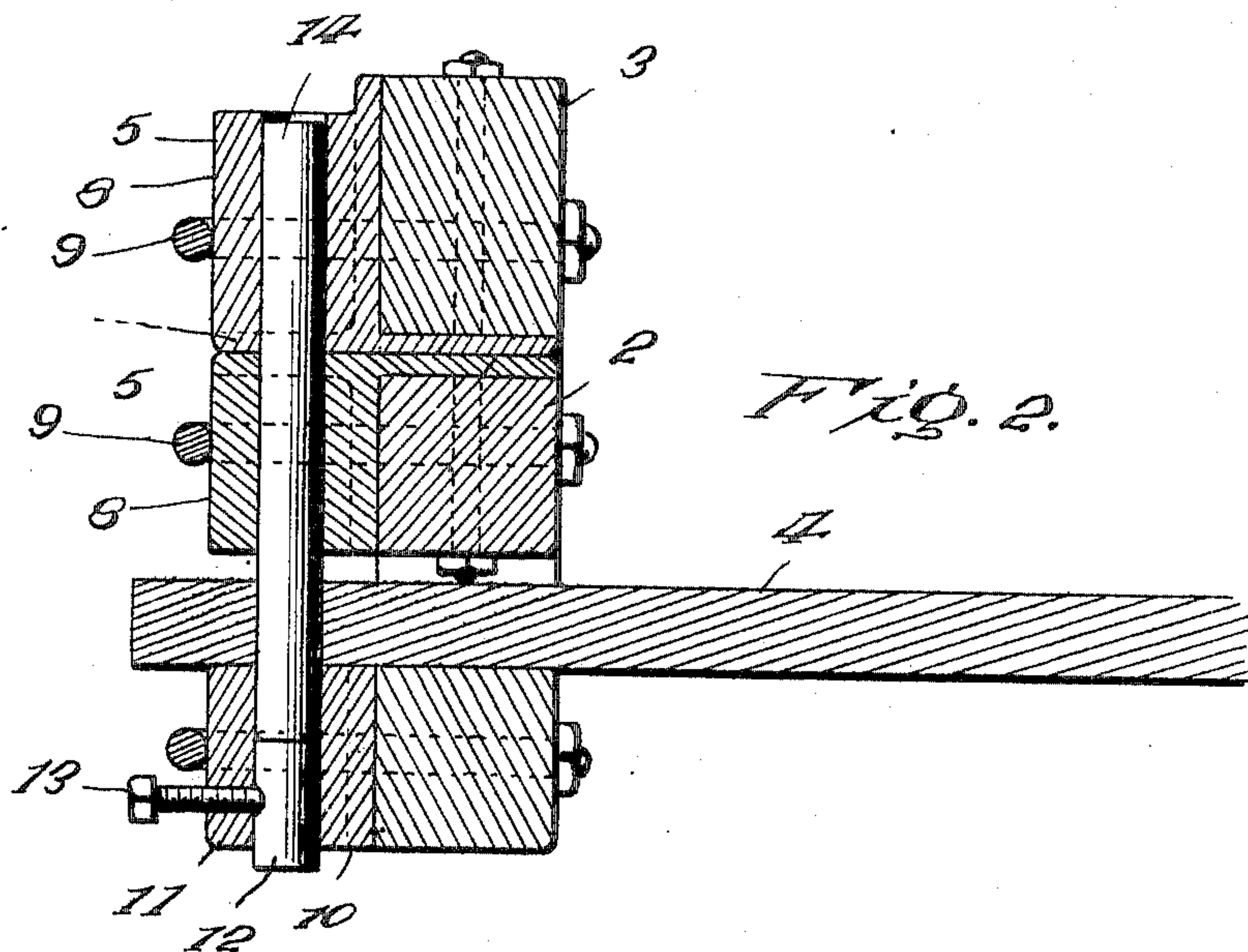
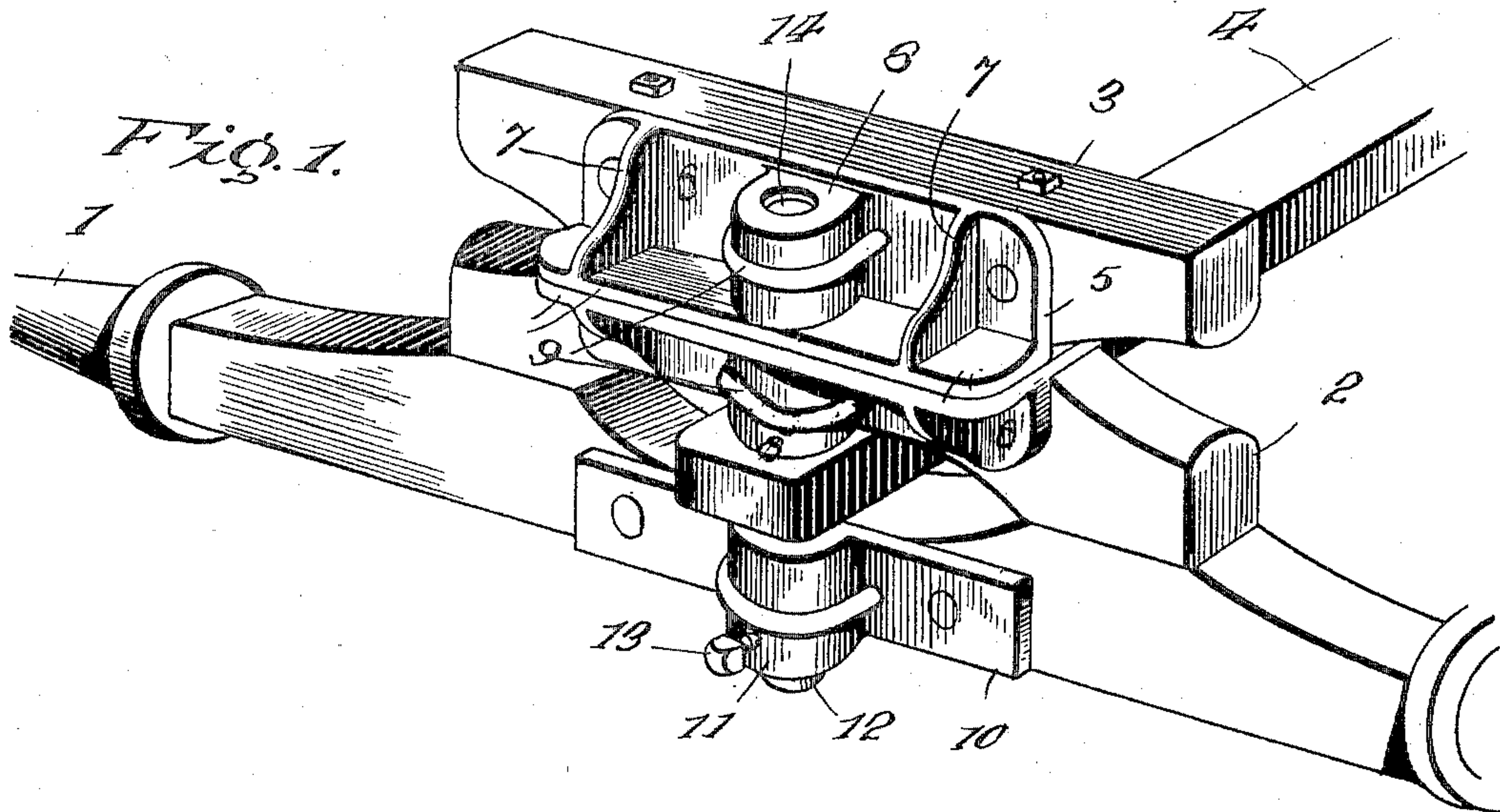


No. 811,496.

PATENTED JAN. 30, 1906.

W. W. GREEN.
KING BOLT COUPLING.
APPLICATION FILED MAY 19, 1905.



Inventor

Witnesses

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By

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UNITED STATES PATENT OFFICE.

WILLIAM W. GREEN, OF NEWCREEK, WEST VIRGINIA.

KING-BOLT COUPLING.

No. 811,496.

Specification of Letters Patent.

Patented Jan. 30, 1906.

Application filed May 19, 1905. Serial No. 261,239.

To all whom it may concern:

Be it known that I, WILLIAM W. GREEN, a citizen of the United States, residing at Newcreek, in the county of Mineral and State of West Virginia, have invented certain new and useful Improvements in King-Bolt Couplers, of which the following is a specification.

This invention relates to an improved device for coupling the reach of a wagon to the front axle thereof; and it consists, essentially, of means whereby the bolster may be pivotally mounted upon the head-block and axle without weakening the construction by boring a hole therethrough for the reception of the king-bolt and also means whereby the king-bolt may be quickly removed without necessitating the unloading of the wagon.

It has for its object to produce a device of this character which will be efficient in operation and simple and durable in construction.

For a full description of the invention and the merits thereof and also to acquire a knowledge of the details of construction of the means for effecting the result reference is to be had to the following description and accompanying drawings, in which—

Figure 1 is a perspective view of the coupling. Fig. 2 is a transverse sectional view through the sockets upon the axle, head-block, and bolster and shows the king-bolt in position.

Corresponding and like parts are referred to in the following description and indicated in both the views of the drawings by the same reference characters.

The numeral 1 designates the axle, 2 the head-block, and 3 the bolster. The head-block 2 is rigidly attached at its ends to the axle 1 and is provided with a depression which, in conjunction with a similar depression on the axle, forms an opening through which the reach 4 passes. Bolster-plates 5 are provided, which project outwardly on one side of the bolster and head-block and are provided with flanges 6, which extend along a side of the bolster and head-block, respectively, to enable the device to be securely attached thereto. Reinforcing-webs 7 are placed between the flanges 6 and the projecting portion of the bolster-plates 5. It will be seen that these bolster-plates present a large bearing-surface which tends to minimize the rocking or tilting of the wagon-body when the front axle is turned. Sockets 8 are provided upon the projecting portion of the bol-

ster-plates and extend along the flanges 6 and are preferably made integral therewith. A U-shaped bolt 9 is utilized as a clamp to reinforce the socket 8, the arms thereof passing through openings in the flanges 6 on each side of said sockets and being secured by nuts after passing through the bolster or head-block. A plate 10, having a socket 11 thereon similar to the sockets 8 and in alinement therewith, is secured to the axle 1. This socket is also reinforced by a U-shaped bolt, as has heretofore been described, and is adapted to receive a removable plug 12, which is normally held in position by the set-screw 13 and serves as a rest for the king-bolt 14.

In operation the reach 4 is passed through the opening between the head-block and the axle, so that the opening therein is in alinement with the sockets 8 and 11. The king-bolt 14 is then dropped into position from above and allowed to rest upon the plug 12, or if the wagon is loaded the plug 12 may be temporarily removed by loosening the set-screw 13 and the king-bolt placed in position from below.

By the use of my device it will be seen that should the king-bolts or reach break while the vehicle is in use the same can be readily removed for repair by allowing the king-bolt to drop out below and it will not be necessary to unload the wagon, as would ordinarily be the case. It will also be observed that all of the parts are securely braced and that the sockets which will be compelled to bear the greatest strain are provided with specially-designed clamps as a safeguard against breakage.

Having thus described the invention, what is claimed as new is—

1. In a device of the character described, the combination of a bolster-plate a portion of which extends beyond the side of the bolster, a flange attached thereto and embracing a side of the bolster, a reinforcing-web between the flange and the projecting portion of the bolster-plate, and a socket attached to the bolster-plate for the reception of the king-bolt.

2. In a device of the character described the combination of a bolster-plate a portion of which extends beyond a side of the bolster, a flange attached to the said bolster-plate and embracing a side of the bolster, a reinforcing-web between the flange and the projecting portion of the bolster-plate, a socket attached to the flange and the project-

ing portion of the bolster-plate, and a reinforcing-clamp for said socket the arms of which pass through openings in the flange on each side of the socket and are secured to the
5 bolster.

3. In a device of the character described, the combination of a bolster-plate a portion of which extends beyond a side of the bolster, a flange attached to the said bolster-plate and embracing a side of the bolster, and
10 a socket attached to the flange and the projecting portion of the bolster-plate.

4. In a device of the character described,

the combination of vertically-alined sockets in the bolster and head-block, a king-bolt 15 passing through the sockets and removable from below, a removable plug fitting in the lower socket and adapted to serve as a support for the king-bolt, and means for holding the plug in position.

In testimony whereof I affix my signature
in presence of two witnesses. 20

WILLIAM W. GREEN. [L. s.]

Witnesses:

J. R. BEAN,

MAY DAVIS.