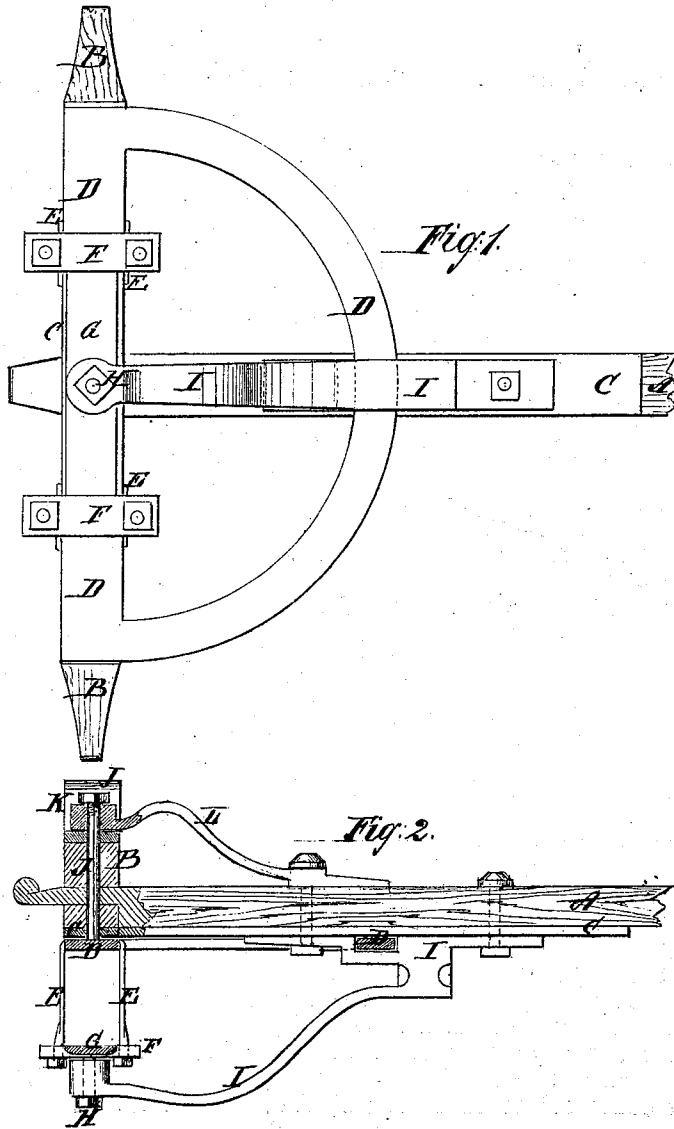


EDWIN WILSON.

Improvement in Circle for Carriages.

No. 127,818.

Patented June 11, 1872.



Witnesses:

C. Pratty
S. S. Maber

Inventor:

E. Wilson

PER

Munn & Co.

Attorneys.

UNITED STATES PATENT OFFICE.

EDWIN WILSON, OF PRATTSBURG, NEW YORK.

IMPROVEMENT IN CIRCLES FOR CARRIAGES.

Specification forming part of Letters Patent No. 127,818, dated June 11, 1872; antedated June 5, 1872.

To all whom it may concern:

Be it known that I, EDWIN WILSON, of Prattsburg, in the county of Steuben and State of New York, have invented a new and useful Improvement in Circle for Carriages; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing forming part of this specification, in which—

Figure 1 is an under-side view of the forward part of the running-gearing of a carriage to which my improvement has been attached. Fig. 2 is a detail sectional view of the same.

Similar letters of reference indicate corresponding parts.

My invention relates to the means of connecting the reach, front axle, head-block, and circle of a carriage; and consists in certain improvements, which will be first described in connection with all that is necessary to a full understanding thereof, and then clearly specified in summary or claim.

A is the reach, and B is the forward head-block, which are rigidly attached to each other, and the connection between which is strengthened by the three-armed plate C attached to their lower sides. The three-armed strap or plate C rests upon the circle or plate D, upon the side edges of the straight part of which are formed two clips, E, which extend down upon the front and rear sides of the axle, and have screw-threads cut upon their lower ends to receive the nuts, by means of which the yokes F are secured to said clips. The two yokes F are connected to each other by the

bar G, extending along the under side of the axle, and which is formed solid with or is securely welded to said yokes. To the middle part of the strap or bar G is attached a short bolt, H, which passes through a hole in the forward end of the brace I, which is secured in place upon said bolt by a nut. The brace I extends rearward and upward, and its rear end is extended in front and rear in the form of a strap, and is securely bolted to the reach A. In the strap or arm of the brace I is formed a notch, groove, or slot to receive the circular or curved part of the plate D, and serve as a keeper for the said part to work in, as shown in Figs. 1 and 2. To the middle part of the straight part of the circle D is securely attached the king-bolt J, which passes up through the strap C and head-block B. K represents the springs, through which the upper end of the king-bolt J may pass to secure them to the head-block. The upper end of the king-bolt J is further strengthened by the brace L, through the forward end of which the said bolt passes, and the rear end is bolted to the upper side of the reach A.

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

The reach, head-block, and three-armed plate A B C, rigidly attached together, combined, as described, with yoke-plates D E F G, having king-bolt J attached thereto; as and for the purpose described.

E. WILSON.

Witnesses:

JOHN W. WILLIAMS,
S. LOSEY.