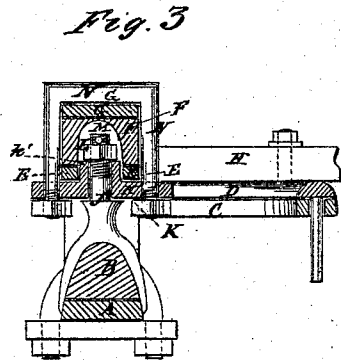
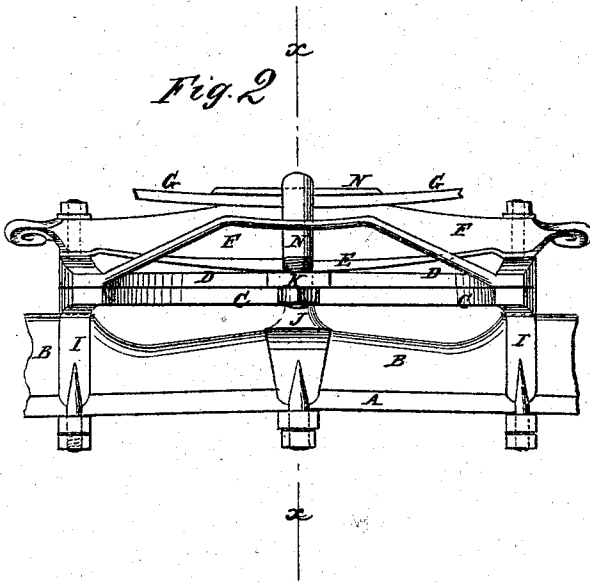
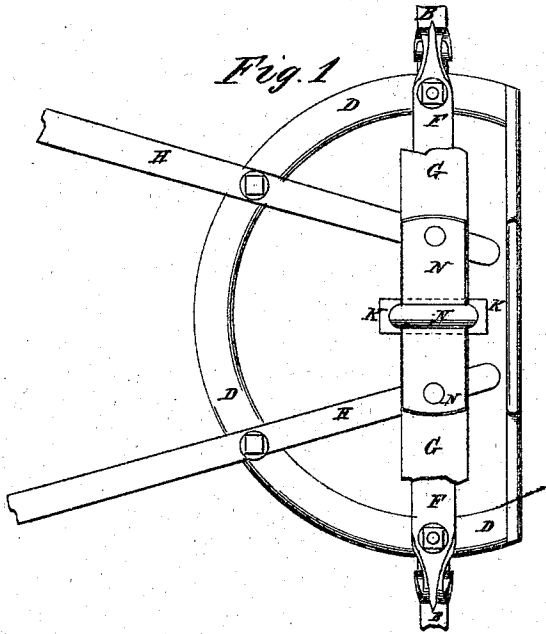


J. L. H. MOSIER.

King-Bolts for Perch Carriages.

No. 138,342.

Patented April 29, 1873.



Witnesses:

A. W. Almqvist  
C. Edquist

Inventor:

J. L. H. Mosier

PER *Mosier*  
Attorneys.

# UNITED STATES PATENT OFFICE

JOHN L. H. MOSIER, OF NEW YORK, N. Y., ASSIGNOR TO BREWSTER AND COMPANY, OF SAME PLACE.

## IMPROVEMENT IN KING-BOLTS FOR PERCH-CARRIAGES.

Specification forming part of Letters Patent No. **138,342**, dated April 29, 1873; application filed January 18, 1873.

*To all whom it may concern:*

Be it known that I, JOHN L. H. MOSIER, of the city, county, and State of New York, have invented a new and useful Improvement in King-Bolt for Perch-Carriages, of which the following is a specification:

Figure 1 is a top view of a portion of a carriage to which my improvement has been applied. Fig. 2 is a front view of the same. Fig. 3 is a detail sectional view of the same, taken through the line *x x*, Fig. 2.

Similar letters of reference indicate corresponding parts.

The invention consists in a new mode of combining certain parts with the king-bolt of a carriage so as to take the strain and wear from the head-block.

A represents the axle, and B the axle-bed. C is the bottom fifth-wheel. D is the top fifth-wheel. E is the head-plate. F is the head-block. G is the spring, and H are the perches. The bottom fifth-wheel C, the axle-bed B, and the axle A are secured to each other by the fifth-wheel clips I. The top fifth-wheel D, the perches H, the head-blocks F, and the head-plate E are securely bolted to each other. J is the king-bolt, upon the lower end of which is formed a clip, by which it is secured to the axle-bed B and axle A. The upper part of the king-bolt J passes through a hole in the socket-bar K, through the socket *k'* formed upon the upper side of said bar K, around the said hole, and into a recess or cavity formed in the head-block F. Upon the upper end of the king-bolt J is screwed a nut, L, which rests upon the upper end of the socket *k'*, and is secured in place by a pin, M, driven through a hole in the upper end of

the king-bolt J above the said nut L, as shown in Fig. 3. In the end parts of the socket-bar K are formed holes to receive the arms of the saddle-clip N, so that it may serve as a yoke to said saddle-clip N, and so that the said clip may hold the said socket-bar in place. The plate or saddle of the clip N is riveted to the springs G, as shown in Fig. 1.

If desired, the ends of the socket-bar K may be turned up upon the sides of the head-block F, and secured by a bolt passing through said turned-up ends, and through the head-block above the upper end of the king-bolt J, thus dispensing with the necessity of using the saddle-clip N.

Either of these constructions prevents the king-bolt from being broken by the swelling of the head-block F; but I prefer the construction first described, as it not only prevents the king-bolt from being broken by the swelling of the head-block, but also prevents said head-block from being split by swelling.

I am aware of the patent granted to J. J. Waldron May 12, 1868, and desire to disclaim all that is shown and described by him.

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

The single saddle-clip N, having spring G riveted thereto, and holding the detachable socket-bar K *k'*, in combination with king-bolt J and head-block F, as and for the purpose described.

JOHN L. H. MOSIER.

Witnesses:

JAMES T. GRAHAM,  
T. B. MOSHER.