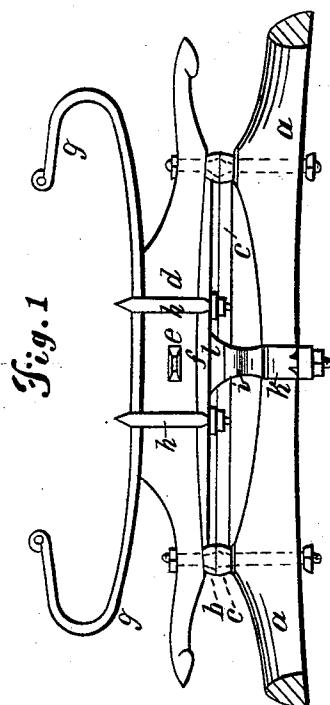
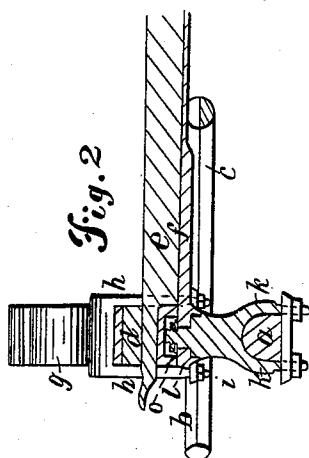


J. J. WALDRON.

King Bolt for Wagons.

No. 77,782.

Patented May 12, 1868.



Witnesses:

John J. Waldron
John L. Snell

John J. Waldron
John L. Snell

United States Patent Office.

JOHN J. WALDRON, OF EAST DURHAM, NEW YORK, ASSIGNOR TO HIMSELF,
TIMOTHY G. PALMER, AND HENRY BROWN.

Letters Patent No. 77,782, dated May 12, 1868.

IMPROVEMENT IN KING-BOLT FOR WAGONS.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, JOHN J. WALDRON, of East Durham, in the county of Greene, and State of New York, have invented and made a certain new and useful Improvement in King-Bolts for Wagons, &c.; and I do hereby declare the following to be a full, clear, and exact description of the said invention, reference being had to the annexed drawing, making part of this specification, wherein—

Figure 1 is an elevation of my said king-bolt, as applied to the axle and bolster, and

Figure 2 is a section of the said king-bolt and the parts that it connects.

Similar marks of reference denote the same parts.

Heretofore the king-bolt has generally passed through the bolster or head-block, and been secured by a nut above the spring. The king-bolt has to be made small, in order to prevent injury to the head-block and spring by a large-sized hole; as a consequence, the parts wear away rapidly, and become loose from the constant motion to which they are subjected.

The nature of my said invention consists in a socket formed upon the plate that unites the perch and head-block, said socket receiving the king-bolt, and forming a brace to the same, and presenting an extended surface, that prevents the parts wearing loose, and allows for the introduction of a king-bolt that is much larger and stronger than could before be used with the same sized head-block, thus rendering the parts more durable and reliable in use.

In the drawing, *a* represents a portion of the axle; *b* and *c* are the fifth-wheels or segments; *d* is the bolster or head-block to which the perch *e* is connected by the T-shaped plate *f*.

g is the spring, and *h h* the clips, by means of which the spring is held to the head-block *d*. These parts may be of any ordinary character, so far as described.

The king-bolt *i* is secured by the clip *k* to the axle *a*, and its upper end passes into the socket *l* on the plate *f*, and the extreme end of said king-bolt is made smaller and passes through a hole in the plate *f*, and is secured by the nut *o*, that is countersunk in the bolster *d*, or said king-bolt may pass through the bolster *d* and spring *g*, and terminate with a screw and nut, the smaller part only of said king-bolt passing through.

The king-bolt *i*, in the socket *l*, taking an extended bearing, and being of a large size, is very strong and durable, and the bolster or head-block is not weakened.

What I claim, and desire to secure by Letters Patent, is—

The socket *l*, projecting downwards from the plate *f*, that unites the perch *e* and bolster or head-block *d*, in combination with the king-bolt *i*, that enters, at its upper part, said socket *l*, and is retained by the nut *o* above said plate *f*, as and for the purposes specified.

In witness whereof, I have hereunto set my signature, this thirtieth day of December, A. D. 1867.

JOHN J. WALDRON.

Witnesses:

H. C. HERVEY,

O. W. HERVEY.