

(No Model.)

W. H. SHELDON.
KING BOLT FOR VEHICLES.

No. 471,401.

Patented Mar. 22, 1892.

Fig 1.

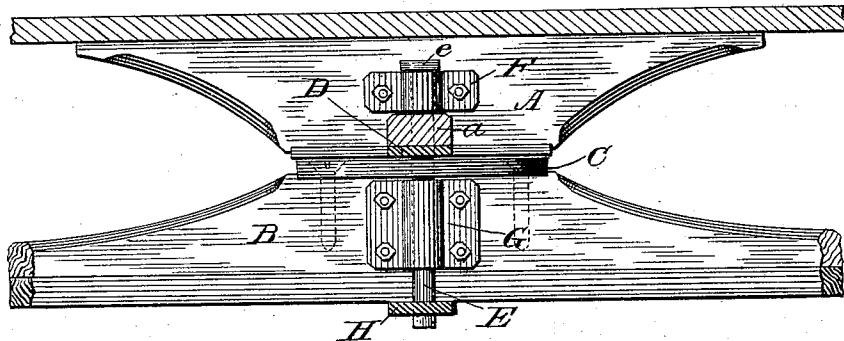
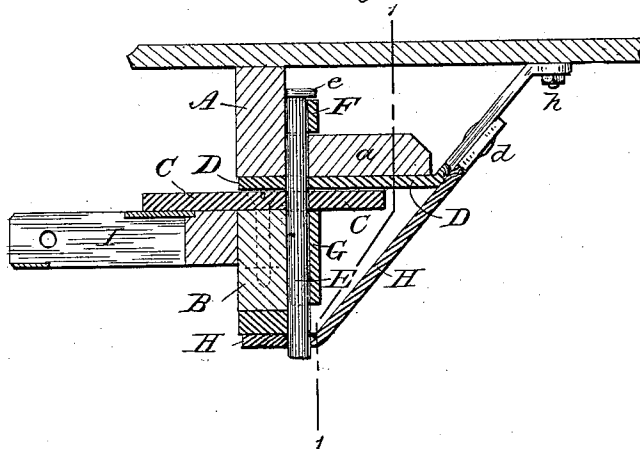


Fig 2.



WITNESSES:

Harry King
Al Lee

INVENTOR:

William H. Sheldon
By Irving Utne
Attorney.

UNITED STATES PATENT OFFICE.

WILLIAM H. SHELDON, OF POUGHKEEPSIE, NEW YORK.

KING-BOLT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 471,401, dated March 22, 1892.

Application filed July 25, 1891. Serial No. 400,698. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. SHELDON, a citizen of the United States, residing at Poughkeepsie, in the county of Dutchess and State of New York, have invented certain new and useful Improvements in King-Bolts; and I do hereby 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.

My invention relates to improvements in king-bolts for vehicles in which the axle and bolster are not perforated by the king-bolt; and the objects of my improvements are, first, to provide a king-bolt which does not weaken the axle or bolster by passing through any part of either; second, to afford a simple means of attaching a king-bolt to axle and bolster for use with any style of ordinary fifth-wheel or circle, and, third, to reduce expense consistently with the greatest strength in applying king-bolts of large size to heavy wagons, especially such as are used for carrying coal or other heavy weights. I attain these objects by the device illustrated in the accompanying drawings, in which—

Figure 1 is a rear view of so much of the vehicle with my device attached as is in front of the line 1 1 shown in Fig. 2, and Fig. 2 is a longitudinal section better showing the relative position of all the parts of my device.

Similar letters refer to similar parts throughout the several views.

In the drawings, A represents the ordinary bolster, and B the axle, between which is a fifth-wheel having the usual lower and upper plates C D of any desired form or size, secured, respectively, to axle and bolster.

E represents the king-bolt, which terminates at the top in the head *e* and is securely fastened to the bolster by the metal strap F and to the axle by the metal strap G, as is best shown in Fig. 1. The lower end of the king-bolt E passes through an iron brace H. This brace is carried upward and is joined at *d* to the upward extension of the fifth-wheel plate D, which is secured at *h* to the reach or to the wagon-body, as may be most convenient. Any similar mode of bracing may be used without altering the scope of my inven-

tion; but the one here shown is, perhaps, as simple and strong as any and may include, in addition to that already described, the block of wood designated *a*, which is mortised into the bolster A, surrounds the king-bolt E and extends backward along the upper surface of D, as shown in Fig. 2. It may be simply bolted to D, or in very heavy work it may be bolted between D and an upper supplementary iron brace joining the upwardly-inclining portion of D at *d*.

I represents the wagon-pole in its relation to my king-bolt.

Where it is desired to turn the forward wheels entirely under the wagon-body, the axle-plate C is preferably made in a complete circle; but the upper plate D need not be extended in front of the bolster. The king-bolt itself may, within the scope of my invention, be attached in front of the bolster and axle; but for obvious reasons it is preferably placed behind them. It may be slightly riveted at the bottom against H when put in place, or it may be threaded and fitted with a nut. In either case it is readily removed when repairs are necessary, and a very large bolt may be used in heavy work with no expense for special castings and without in the least weakening either bolster or axle, advantages not hitherto attainable by the king-bolts in use.

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

The combination, with a vehicle bolster and axle, of a plate C, secured to the axle, a plate D, secured to the bolster and provided with an upwardly-extending portion adapted to be secured to the reach of the vehicle, a brace H, bolted to the upwardly-extending portion and having its lower end bent under the axle, a block *a*, mortised into the bolster, a king-bolt passing through the block *a*, the plates C and D, and the lower end of the brace, and straps F and G for securing said bolt to the bolster and axle, substantially as set forth.

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

WILLIAM H. SHELDON.

Witnesses:

IRVING ELTING,
STEPHEN G. GUERNSEY.