

J. L. DOLSON.  
Carriage Running-Gear.

No. 90,351.

Patented May 25, 1869.

Fig. 1

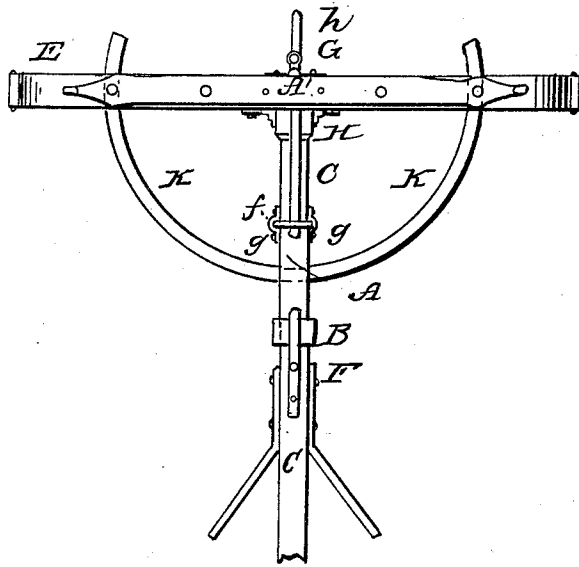


Fig. 2

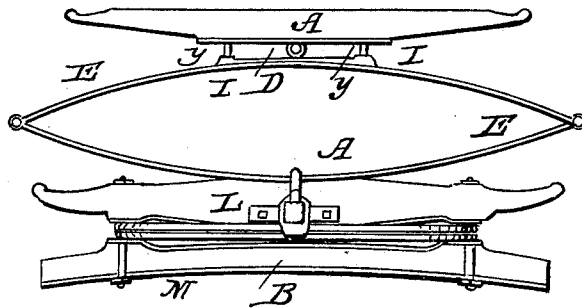
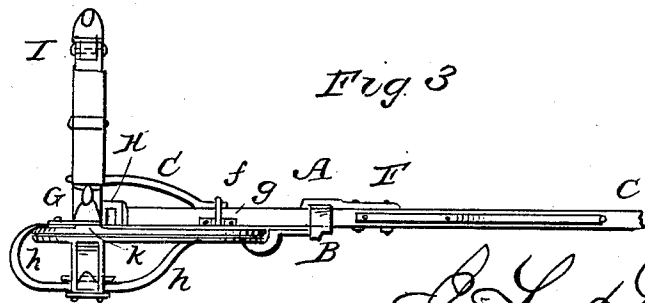


Fig. 3



WITNESSES

*Leopold Durb*  
*Cornelius Cox*

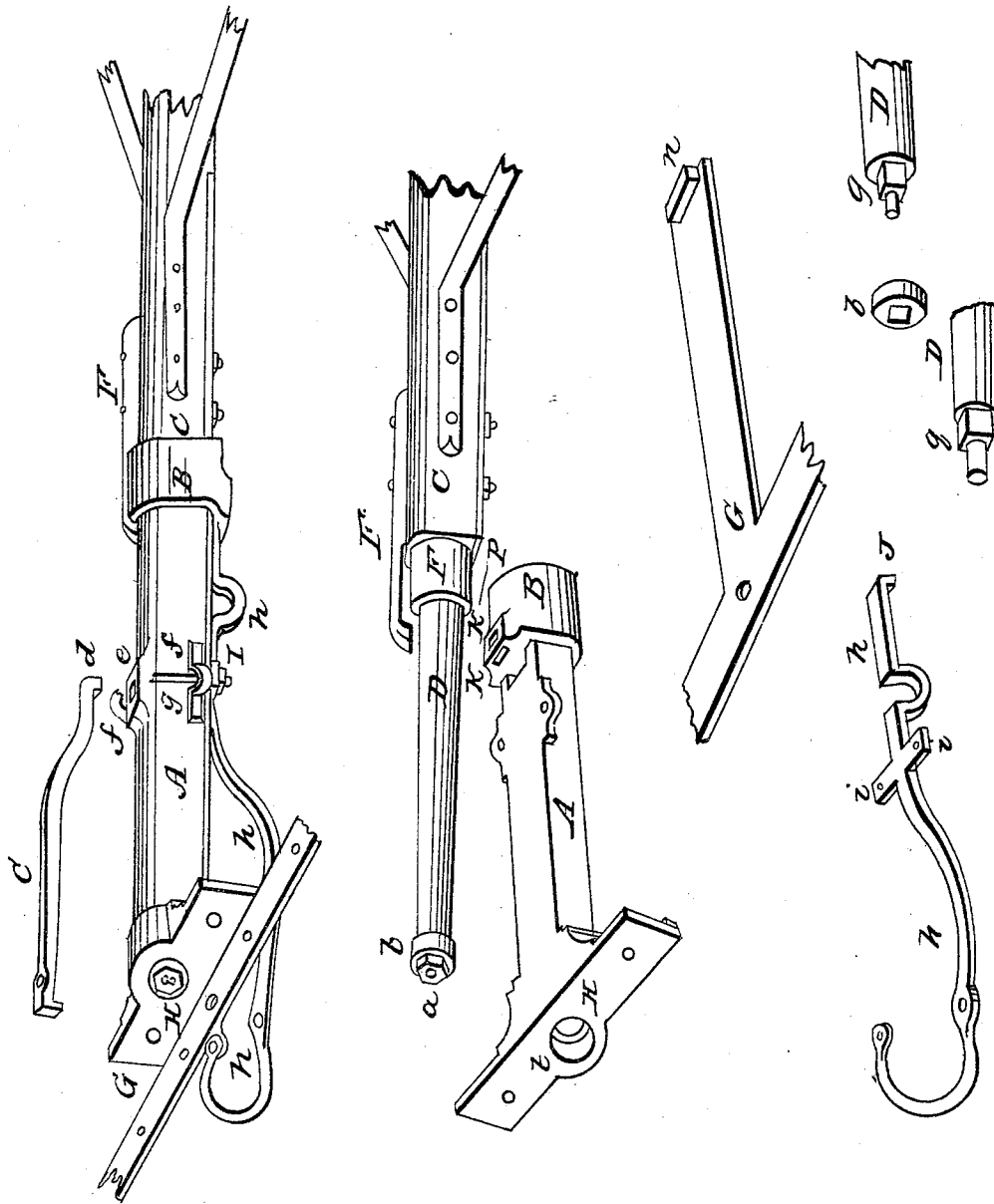
INVENTOR

*per J. L. Dolson*  
*Alexander Mason*  
*Attys*

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witnesses  
*Leopold Kellert*  
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Inventor  
*J. L. Dolson*  
 per *Alexander Mason*  
*Att'y*

# United States Patent Office.

JOHN L. DOLSON, OF CHARLOTTE, MICHIGAN.

Letters Patent No. 90,351, dated May 25, 1869.

## IMPROVEMENT IN CARRIAGES.

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 L. DOLSON, of Charlotte, in the county of Eaton, and in the State of Michigan, have invented new and useful Improvements in Vehicles; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

The nature of my invention consists in the construction and arrangement of a self-adjusting carriage or buggy-coupling, with spring-bar attachment, which will relieve all the twist in the carriage-post and body of the carriage or buggy.

In order to enable others skilled in the art to which my invention appertains, to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed two sheets of drawings, which form a part of this specification, and in which, on Sheet No. 1—

Figure 1 is a plan view;

Figure 2, a rear elevation; and

Figure 3, a side elevation.

Sheet No. 2 shows the coupling in detail, and will be further described by letter.

M represents the front axle of a vehicle, and

L, the front hound, between which two the fifth-wheel K is placed, the upper portion being secured to the hound, and the lower portion to the axle.

On the under side of the hound L is secured a metal bar, G, running almost the entire length of the same, and to the outer ends of which the ends of the upper portion of the fifth-wheel are secured.

The bar G is, at its centre, provided with an arm, which extends a suitable distance to the rear, and is, at its outer end, on the upper side, provided with a lug, or flange, n, which is inserted in a recess, f, of corresponding size, in the under side of a metal tube, A, which is secured to the centre of the hound L, on the rear side.

The metal tube A is flat on its under side, so that the bar G will lie snug against it, and its sides and upper side rounded.

At its front end the tube is enlarged, and provided with a plate, H, extending on both sides, which lies against the rear side of the hound L, and by bolts secured to the same.

The tube A is braced on its under side by a bent rod, h, which passes under the axle, and in front of the same forms a loop, as seen in fig. 3, sheet 1, to which the tongue may be attached, the king-bolt resting on said brace, under the axle.

The front end of the brace h is bent upward, and towards the rear, and is pivoted to a small projection in the centre of the bar G.

The rear portion of the brace h is bent, so as to form a rest for the fifth-wheel, K, and at its rear end is a flange, j, projecting downward, which end

and flange are inserted in the holes k k, on the enlarged portion B, at the rear end of the tube A.

At a suitable point on the brace h, are ears i i, through which the ends of a loop, f, are passed.

This loop passes over the tube A, through ears g g, on the sides of the same, and is secured or tightened by nuts on the under side.

The tube A is further braced by a brace, c, on the upper side, the front end of said brace being secured to the lower spring E, which is placed on the hound L, while the front end of said brace has a flange, d, inserted in a recess on the upper side of the tube A, and held by the loop, f, which passes over the same.

The perch-pole C has an extension, D, at its front end, which is inserted in the tube A, and in the enlarged portion, at the front end, a washer, b, held by a nut, a, which allows the perch-pole to turn slightly around when the carriage is moving on uneven ground.

On the upper side of the perch-pole C is placed a bar, F, having a projection at its front end, which catches on the enlargement B of the tube A, bracing the perch-pole.

It will be seen, that by this arrangement there will be no strain on the carriage when moving on uneven ground, as the perch-pole adjusts itself readily when one wheel is higher than the other, the perch-pole turning freely in the metal tube.

On the top of the spring E is secured a metal bar, having a socket, I, at each end, and in its centre, at D, the cross-bar A' of the carriage-body is pivoted.

This cross-bar is provided with pins, or small bars y y, projecting downward from its under side, which fit in the sockets I I, allowing the body of the carriage to conform to the motion of the wheels, keeping the body, at all times, as near level as possible.

Having thus fully described my invention,

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

1. In combination with the perch-pole A, extension D, and brace F, the tube A, plate H, braces h c, and loop f, all constructed and arranged to operate substantially in the manner and for the purposes herein set forth.

2. In combination with a pivot-point, interposed between the spring and body of a vehicle, the sockets I I, and pins, or guides y y, substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing, I have hereunto set my hand, this 6th day of March, 1869.

JOHN L. DOLSON.

Witnesses:

T. D. GREEN,  
ARTHUR E. MARTIN.