

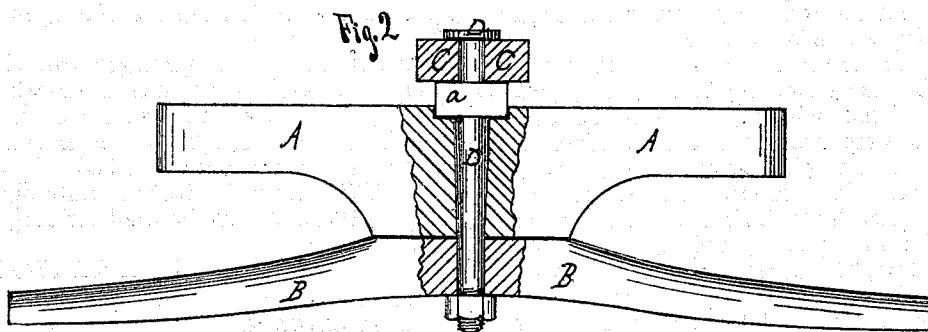
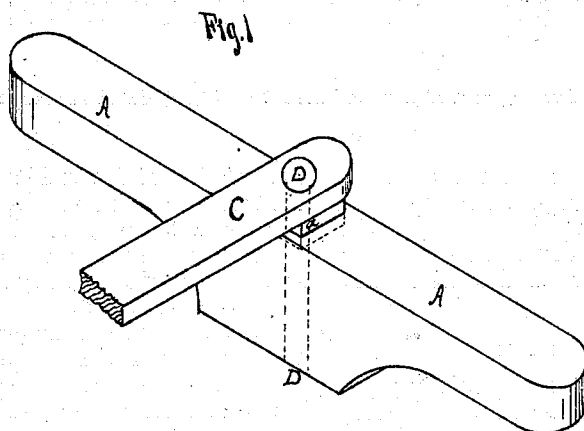
(31.)

H. L. TAYLOR.

Improvement in King Bolt Protector and Anti-Rattling  
Attachment to Wagons.

No. 122,415.

Patented Jan. 2, 1872.



Witnesses.

J. R. Drake,  
C. W. Woodward.

Hascal L. Taylor

Inventor, By

Burke Fraser & Cogood  
Attys

# UNITED STATES PATENT OFFICE.

HASCAL L. TAYLOR, OF FREDONIA, NEW YORK, ASSIGNOR TO TAYLOR, DAY & CO., OF SAME PLACE.

## IMPROVEMENT IN KING-BOLT PROTECTORS AND ANTI-RATTLING ATTACHMENTS TO WAGONS.

Specification forming part of Letters Patent No. 122,415, dated January 2, 1872.

Specification describing certain new and useful Improvements in King-Bolt Protector or Anti-Rattling Attachment to Wagons, &c., invented by HASCAL L. TAYLOR, of Fredonia, in the county of Chautauqua and State of New York.

### *Nature of the Invention.*

My invention consists of a cushioning-pad interposed between the reach and bolster, around the king-bolt, when combined with an enlarged socket for said bolt, whereby the benefit of a side spring is attained, as hereinafter described.

### *General Description.*

In the drawing, Figure 1 is a perspective view of a bolster with my device attached thereto. Fig. 2 is a vertical section.

A is the bolster, B the wooden part of the axle-tree, C the reach, and D the king-bolt. In the top of the bolster A, around the bolt D, is a square mortise which receives cushioning-pad *a*, consisting of a square piece of rubber or other elastic material, which projects up a short distance above the bolster and has the reach C resting upon it, and the king-bolt D passing down through the whole, as shown in Fig. 2. The socket or hole *p* in which the king-bolt rests in the bolster is enlarged, so as to give free play to said bolt. This has a spe-

cial relation to the cushioning-pad, as thereby the latter acts as a side spring to obviate sudden lurch or impetus which is given by the wheels pitching forward or dropping into ruts. This action of the spring is in addition to the up-and-down motion.

By this simple arrangement I claim great advantage over the ordinary rigid bolt, as by my device no sudden lurch or jolt will affect the bolt as the rubber will "give" sufficient to prevent it. In ordinary wagons the bolt is often broken by the wheels suddenly falling into ruts or hollows, especially when heavily loaded, but by my device it cannot be broken.

Another important advantage is that it prevents all rattling, as will be readily seen, and should the wood become worn the rubber will expand sufficiently to keep the bolt tight.

What I claim is—

The cushioning-pad *a*, arranged around the head of the king-bolt between the reach and bolster, when combined with an enlarged hole for said king-bolt through the bolster to allow free play, as hereinbefore described.

In witness whereof I have hereunto signed my name in the presence of two subscribing witnesses.

HASCAL L. TAYLOR.

Witnesses:

B. F. SKINNER,  
JAMES A. IRVING.

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