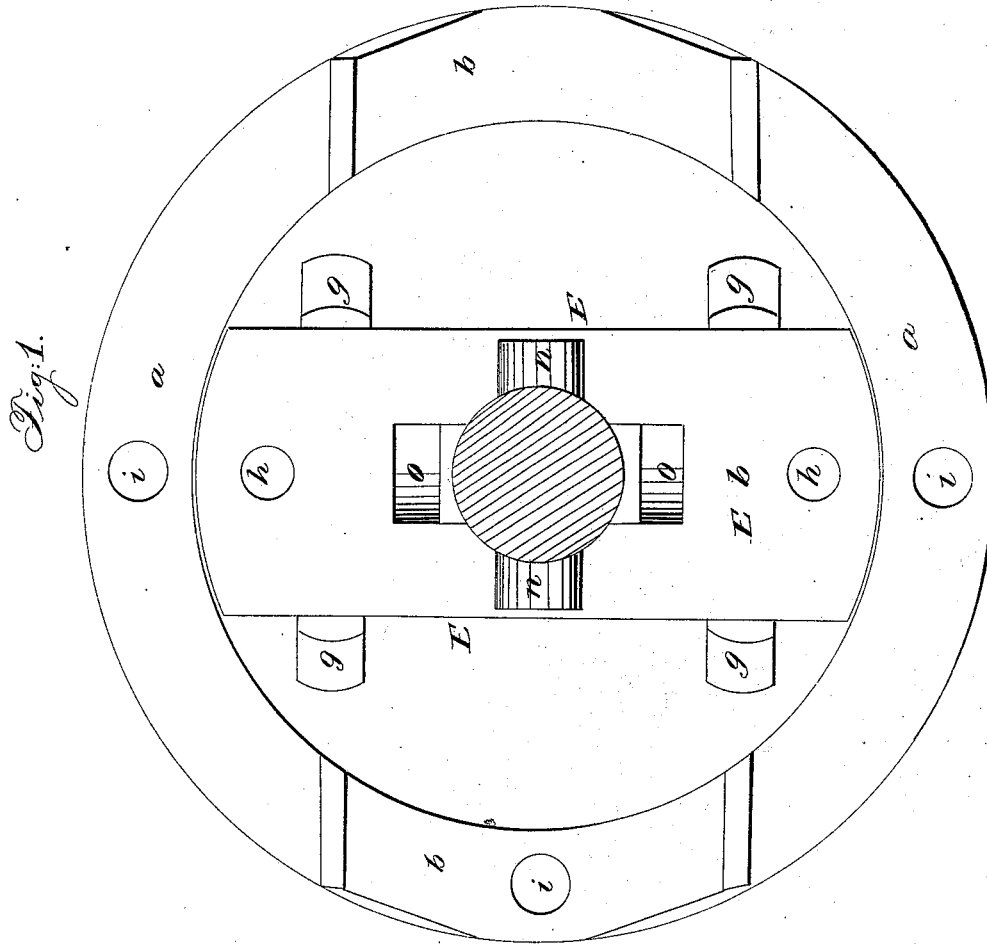


G. BROWN.

Fifth Wheel.

No. 5,932.

Patented Nov. 21, 1848



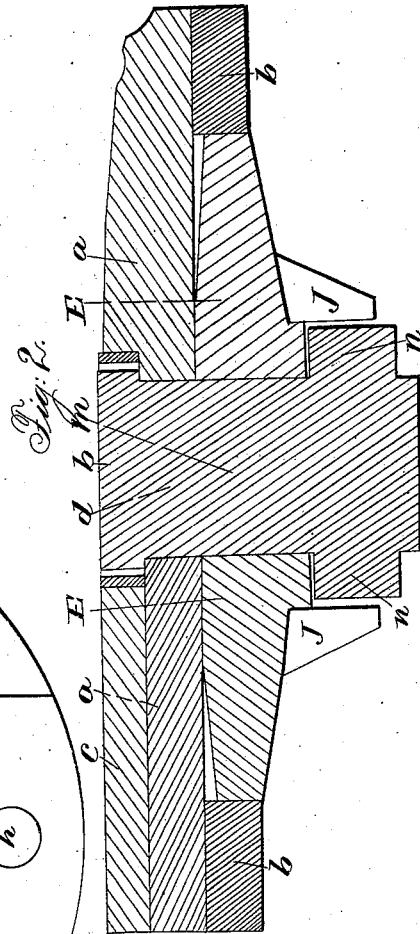
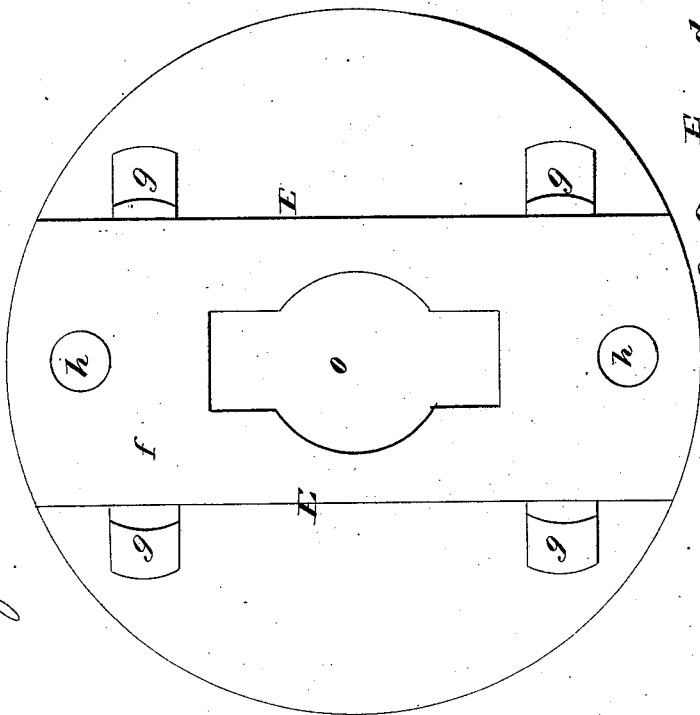
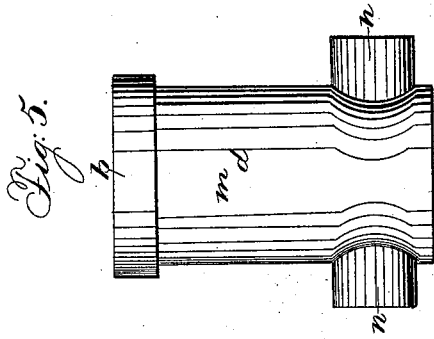
*Inventor:*  
George Brown

G. BROWN.

Fifth Wheel.

No. 5,932.

Patented Nov. 21, 1848.



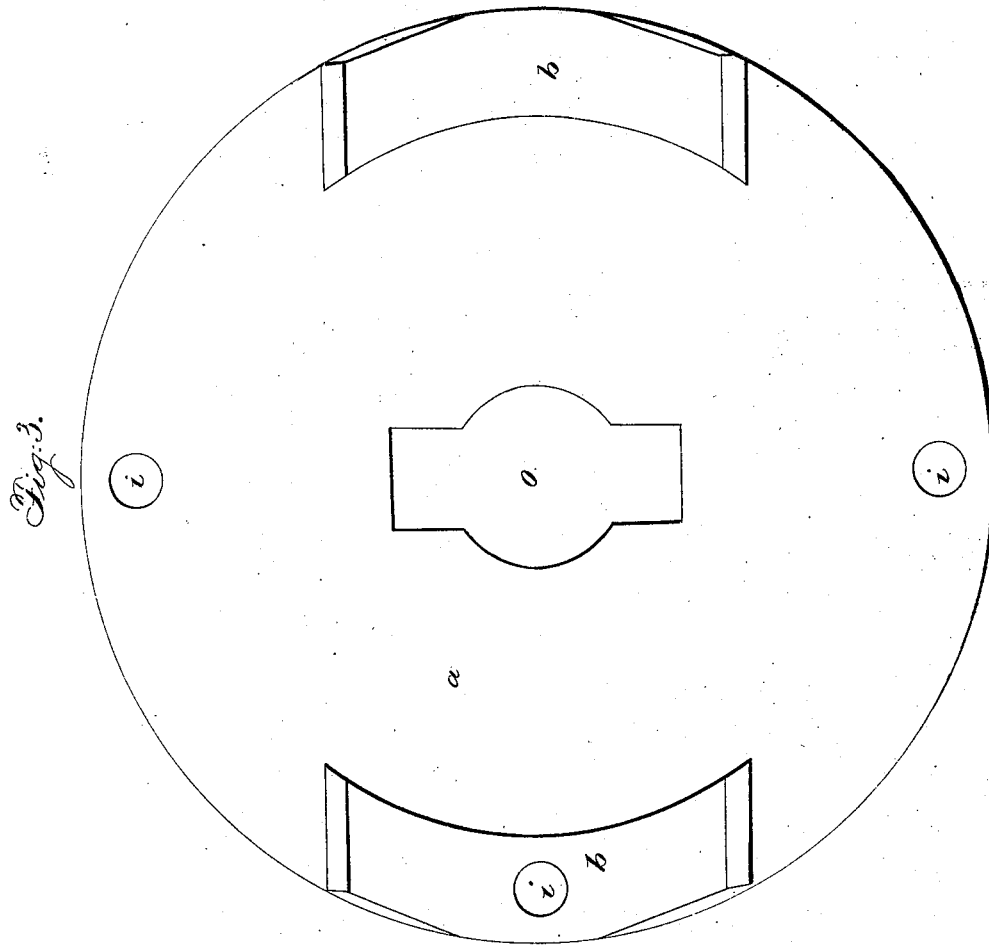
*Inventor.*  
George Brown

G. BROWN.

Fifth Wheel.

No. 5,932.

Patented Nov. 21. 1848.



*Inventor.*  
*George Brown*

# UNITED STATES PATENT OFFICE.

GEORGE BROWN, OF CARLISLE, NEW YORK, ASSIGNOR TO DAVID W. SEELEY.

## COUPLING FOR AXLES AND BOLSTERS.

Specification of Letters Patent No. 5,932, dated November 21, 1848.

*To all whom it may concern:*

Be it known that I, GEORGE BROWN, of Carlisle, in the county of Schoharie and State of New York, have invented a new Method of Connecting Fore-Wheel Axles to the Bodies of Carriages; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, in which—

Figure 1 is a perspective view of the lower side of the improved attachments. Fig. 2 is a longitudinal section through the center. Fig. 3 is a plan of the undersill of the top piece. Fig. 4 is a plan of the lower side of the lower piece and Fig. 5, shows the king bolt.

The nature of my invention consists in providing a better means of connecting the fore wheels of a carriage or other vehicle to its body than the common king bolts and connections. This I effect by preparing a foundation piece as (Fig. 3, or *a*) which consists of a plain circular piece with flat sides, except two flanges or guide pieces on the lower face as (*b*) and the perch or body bearings on the upper side (*c*); and has also a simple square hole at its center to receive the king bolt (*d*). (Fig. 4, or *E*.) forms the lower or axle foundation piece, is also of circular shape and has its upper side flat, to fit and rest the central part of (Fig. 3, or *a*.) upon, while upon its lower side, is an axle bearing (*f*), and lips (*g*), these lips being to prevent the lower piece from turning without the axle; this piece, (Fig. 4, or *E*) is bolted to the axle in a solid manner so as to form a part of it, the bolts passing through the holes (*h*). The piece (Fig. 3, or *a*) is also bolted by bolts passing through the holes (*i*) to the body of the carriage or to the perch, or to both, or otherwise, so as to form a piece solid with these parts and movable only in connection with them. Both these pieces (*a* and *E*) have a mortise through the center to admit the passage of the king bolt, with its lips on the two sides, before the parts are connected, besides the square mortise to fit the head of that bolt as before stated, in the piece (*a*) (Fig. 5, or *d*) is the king bolt, and its construction is there shown, and consists of a square head (*b*) below which is a plain round bolt (*m*) extending to the side lips (*n*) these lips being on two sides opposite to each other and are

intended to drop through the mortise in (*a* and *E*) after which it must be turned around, or at right angles with the mortise last named before the two pieces (*a* and *E*) are connected together by it, the bolt (*d*). These parts are to be cast in iron, and consist of three pieces as shown in (Fig. 3 or *a*, Fig. 4, or *E*, Fig. 5, or *d*), each as before described. They should be combined as follows:—viz; the piece (*a*) should have the bolt (*d*) dropped through it with the head in its square socket and then (*a*) should be attached to the body or perch or both by bolts, as described hereinbefore. The piece (*E*) should be bolted to the axle as described and the axle should have a hollow or mortise in it, sufficiently large to allow of the lips (*n*) turning one-fourth around, or to a point at right angles with itself, that is so that the lips will cross the axle. Having thus prepared the parts, place the axle at right angles with its regular or working position and drop it into the bolt by passing through the slot (*o*) turn the axle to its regular or working position and put on the wheels, which wheels will prevent the axle from turning so as to disengage these parts again.

Thus it will be seen that a coupling for the axle and body of the carriage is made in such a way as to render it impossible for the king bolt to be displaced without first taking off the wheels from the axle, and at the same time every possible facility is provided for the axle and wheels to be turned to the proper angle for turning the vehicle around. This invention applies exclusively to the coupling of the fore wheels and their axles to vehicles. Its details being fully shown in Figs. 3, 4, 5, and the combinations in Figs. 1 and 2, in connection with this description.

What I claim as my invention and desire to secure by Letters Patent is—

The combination of the body plate (*a*) the axle plate (*E*) and the king bolt constructed and connected to the body, the axle, and each other as above set forth for the purpose of making a safe connection of the fore axle with the body of the vehicle or its perch or other contrivances by means of the two metallic plates and bolt as herein described.

GEORGE BROWN.

Witnesses:

JOHN OSTERHOUT,  
SAMUEL P. SHIBLEY.