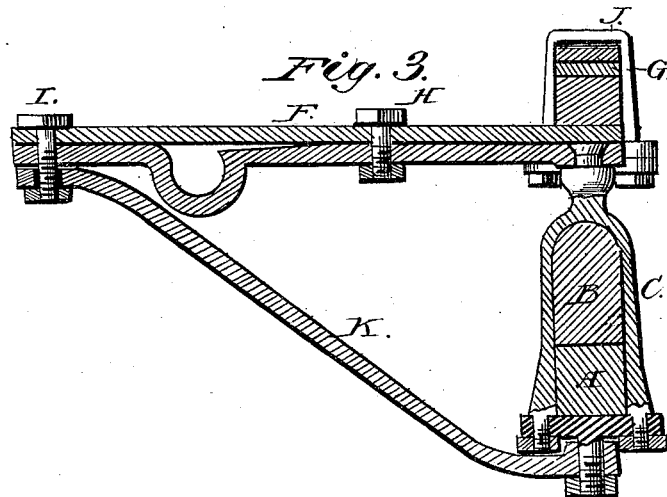
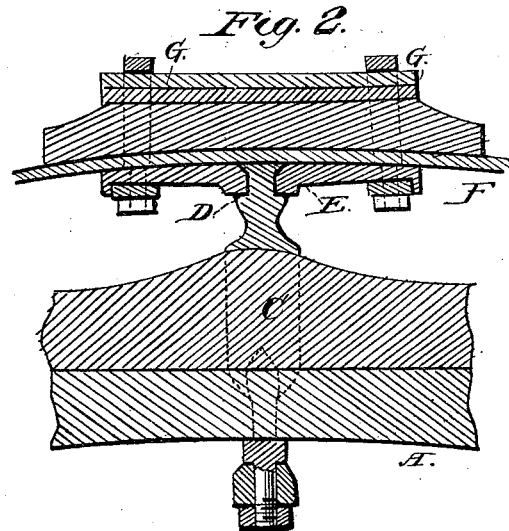
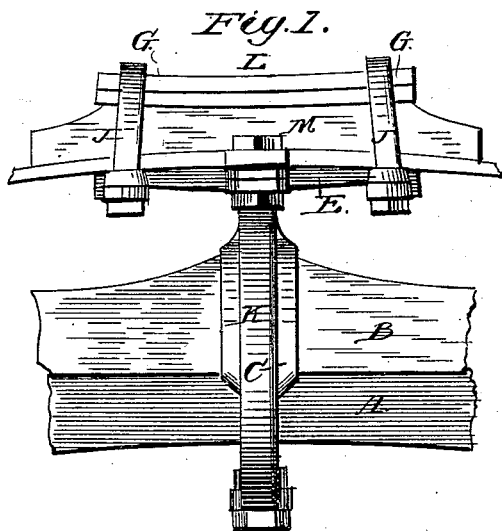


G. E. KERLICKS.
Clip King-Bolt.

No. 217,799.

Patented July 22, 1879.



Witnesses
Ad. G. Dieterich
B. L. Dieterich.

Inventor
George E. Kerlicks
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Attorney

UNITED STATES PATENT OFFICE.

GEORGE E. KERLICKS, OF WASHINGTON, ILLINOIS.

IMPROVEMENT IN CLIP KING-BOLTS.

Specification forming part of Letters Patent No. **217,799**, dated July 22, 1879; application filed June 13, 1879.

To all whom it may concern:

Be it known that I, GEORGE E. KERLICKS, of Washington, in the county of Tazewell and State of Illinois, have invented certain new and useful Improvements in King-Bolts and Buggy-Couplings; 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, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

In the accompanying drawings, Figure 1 is a front view of a clip king-bolt and buggy-coupling with my improvements. Fig. 2 is a vertical transverse section of the same. Fig. 3 is a longitudinal section.

The chief features of my invention or improvement in buggy-couplings relate to the clip king-bolt having a very broad shoulder and bearing to take the weight and wear, and a very thick and T-shaped extra reach-iron having a hole for the king-bolt and a countersink for riveting or heading down the king-bolt, as will be fully understood by the following description.

In the drawings, A represents the axle, and B the axle-bed, with the clip king-bolt C fastened thereon in the usual way. The king-bolt is made with a broad shoulder, D, to take the weight and wear, and fastened securely to the extra T-iron E, which has a hole and counter-

sink, and the king-bolt is riveted therein or headed down, as seen in Figs. 2 and 3. This extra iron E is fastened by bolts H and I to the reach-iron F, which is not cut by the usual hole for the king-bolt.

The reach-iron F, extra iron E, head-block M, and springs L are all fastened together by the clips J, and none of these parts has any hole for the king-bolt, except the extra iron E.

The coupling is provided with the usual brace K, and, in connection with the fifth-wheel, (not here represented,) I find my construction to give a very rigid, strong, and durable combination of devices.

Having described my improvements, what I claim is—

1. The clip king-bolt provided with a strong shoulder, D, in combination with the T-shaped iron E, having a hole and countersink, and the king-bolt riveted therein, substantially as set forth.

2. The combination of the reach-iron F, having no hole for the king-bolt therein, with the extra iron E, clips J, and the clip king-bolt, substantially as specified.

In testimony that I claim the foregoing I have hereunto set my hand this 3d day of June, 1879.

GEORGE E. KERLICKS.

Witnesses:

JOHN D. STORMER,
JACOB L. WILSON.