C. DIETZ.

WAGON.

APPLICATION FILED DEC. 27, 1910.

1,128,299. Patented Feb. 16, 1915.

2 SHEETS—SHEET 1.

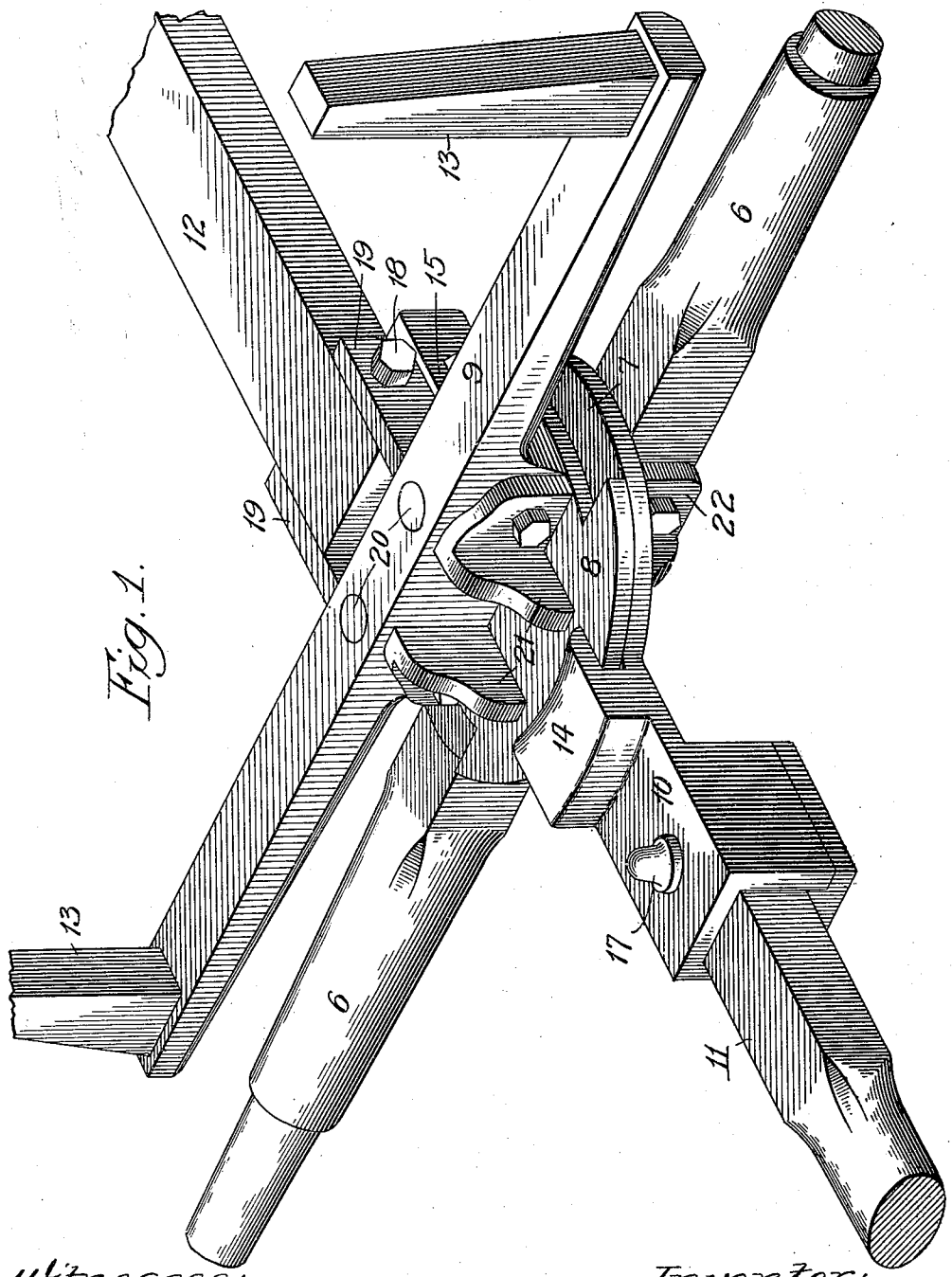


Fig. 1.

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2 SHEETS—SHEET 2.

Fig. 2.

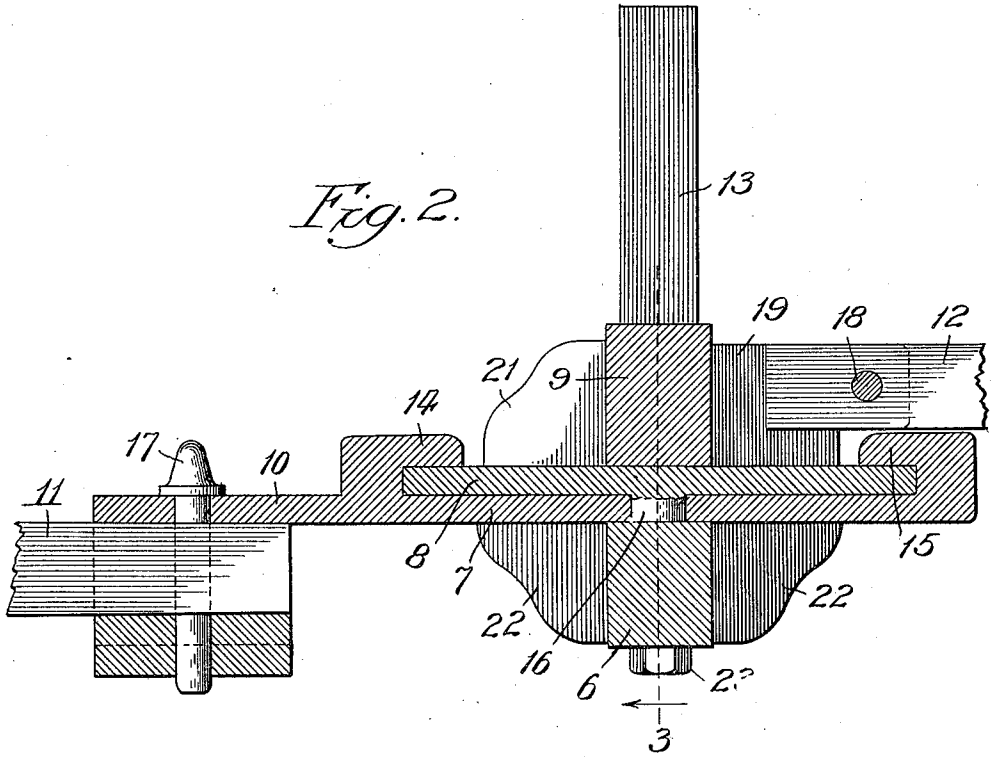
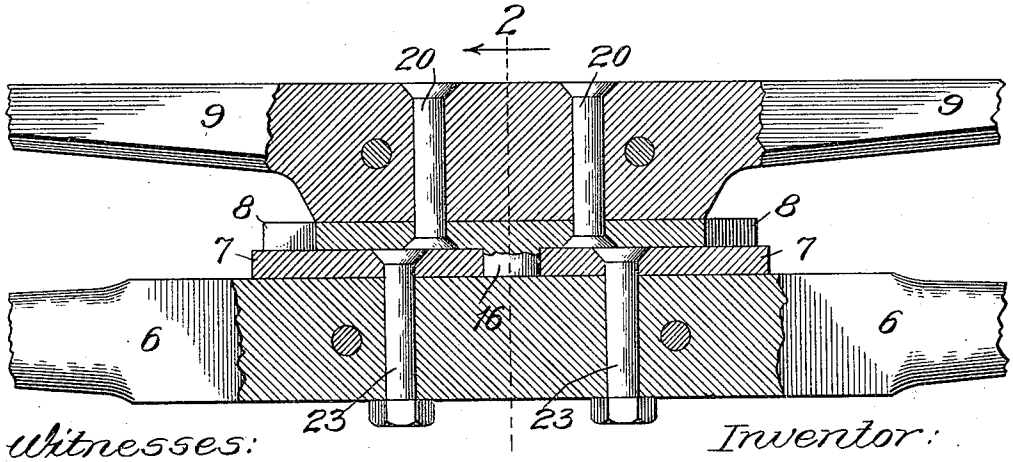


Fig. 3.



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UNITED STATES PATENT OFFICE.

CHARLES DIETZ, OF CHICAGO, ILLINOIS, ASSIGNOR OF ONE-HALF TO OSWALD KRAUSE, OF CHICAGO, ILLINOIS.

WAGON.

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Application filed December 27, 1910. Serial No. 599,273.

To all whom it may concern:

Be it known that I, CHARLES DIETZ, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Wagons, of which the following is a specification.

My invention relates to improvements in wagons, particularly with respect to means for attaching the wagon body to the front axletree.

One of the principal objects of my invention is to provide a turn-table for this purpose so constructed that the parts are readily detachable.

Another object is to so connect and support the front cross element of a wagon body on the front axle tree that the front end of the wagon shall receive substantial support by virtue of a turn-table or pair of rocker plates embodying my invention sufficient to avoid excessive rocking or unsteadiness of said cross element and wagon body and at the same time fulfil ordinary turning requirements.

Still another object is to so construct the bearing plates that they may be disengaged, the upper from the lower, by turning the front axletree to an angle of 90° or thereabout with respect to the front cross element of the wagon body, in which position the wagon body may be separated from the front wheels and axletree by lifting it directly upward, lugs on one plate being so located with respect to notches in the other plate that when the parts are turned to a suitable angle they may be disengaged. This enables ready interchangeability of parts which is advantageous in many cases, especially where numerous wagons are in use and where it is desirable that injury to a part of a wagon shall not cripple the whole vehicle.

Other objects of my invention relate to the simplicity of construction, economy of manufacture and facility for use.

These and other objects will be more fully set forth and made apparent in the following specification and claims in connection with the accompanying drawings showing a preferred embodiment in which—

Figure 1 is a perspective view showing the turn-table and adjacent parts of a wagon embodying my invention. Fig. 2 is a longitudinal vertical section of my turn-table and associated parts along the line 2, 2 of Fig. 3. Fig. 3 is a transverse vertical section along the line 3, 3 of Fig. 2.

In all views like reference numerals refer to like parts.

Referring to the drawings, my invention may be described as follows:

The front axletree 6 is provided on its upper side near the center with a horizontal bearing plate 7. Immediately above this plate and resting thereon is a second plate 8 which is attached to the under side of the front cross element 9 of a wagon body, the plates being adapted to oscillate horizontally with respect to each other. Referring to the lower plate it will be seen that a forwardly projecting element 10 integral therewith and having a suitable socket is adapted to receive a wagon tongue 11 held in place by a pin or bolt 17.

The body bolster 9 is provided on its rear side with suitable lugs 19 adapted to engage and support the forward end of a wagon frame element 12, said element being held in place by a cross bolt 18 extending through the elements 12 and 19. On the outer ends of the bolster 9 of the wagon body are upright side elements or stakes 13 of ordinary construction adapted to facilitate placing the load upon the wagon or to mount a box body thereon.

The two plates 7 and 8 are normally held together by a pair of offset and inwardly turned flanges 14 and 15 on the front and rear edges respectively of the lower plate and adapted to overlap and engage the upper plate. Notches are provided at each side of the upper plate of suitable size and form to enable separation of the two plates when they are turned approximately 90° from the normal position.

A king-pin element or bolt 16 is provided on the under side of the upper plate and preferably integral therewith adapted to engage a corresponding perforation, or depression in the center of the lower plate. This constitutes a pivot about which the respective turn-table elements oscillate with respect to each other.

The position of the lugs on one plate and corresponding notches on the other may be reversed if preferred as it is immaterial which plate is above, though the construction shown is preferred. The same is true respecting the king-pin and socket. It is preferable that the lugs 14 and 15 be on

the front and rear respectively instead of the sides as by this means they relieve the king-pin from nearly all stresses. The great strength and simplicity of this arrangement is manifest.

Bolts 20 are provided to attach the upper plate 8 to the cross element 9. Brackets 21 fastened to the frame element 9 also serve to rigidly support the frame on plate 8. Brackets 22 are attached to the under side of plate 7 and serve to brace the same with respect to the axletree 6. Bolts 23 are provided to fasten plates 7 to axletree 6. Further means are also provided to strengthen and reinforce the structure such as the ordinary iron work and bolts used in wagon construction, but a further description of them is unnecessary for the purpose of this specification.

While I have herein shown and particularly described some embodiments of my invention, I do not wish to limit myself to the precise construction as herein shown and particularly described, as many modifications may be made by those skilled in the art without departing from the spirit of my invention.

In my description and claims I have referred only to the front end of a wagon, to which end pivoting of the axletree is usually confined. I wish it to be understood, however, that my invention may also be applied to the rear end when required as in the case of ladder trucks and the like. By wagons I mean to include carriages, trucks and such other vehicles as my invention may be applied to advantageously.

I claim:

1. In a device of the class described, a bearing plate adapted to rest upon and be secured to an axle, said bearing plate having a forwardly extending portion adapted to engage and secure a wagon tongue, a second bearing plate adapted to rest upon said first named plate, said first named plate having front and rear flanges lapping over the edge of the second plate and coacting with the upper surface thereof, and said second plate having lateral notches, said two plates having a central pivotal connection and said top plate carrying a bolster.

2. In a device of the class described, a flat circular bearing plate adapted to rest upon and be secured to an axle, a second flat circular bearing plate of substantially the same diameter as said first-named flat plate and adapted to seat upon and coact with the upper surface thereof, said second named plate being further adapted to be secured to a bolster resting thereon, said first-named plate having front and rear outwardly projecting flanges which are upwardly and inwardly turned to coact with the peripheral and upper surfaces of said second named plate, said second named plate having diametrically opposed lateral notches, a central integral lug on one of said splates adapted to project into a registering aperture in the other plate, and a lug formed integral with said first named bearing plate in alinement with said flanges and adapted to be secured to a wagon tongue, whereby the pull or thrust received from said tongue is transmitted to said second named plate by the flanges.

In testimony whereof, I have subscribed my name.

CHARLES DIETZ.

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."