No. 826,636. PATENTED JULY 24, 1906.

F. E. WILCOX.

VEHICLE GEAR.

APPLICATION FILED JAN. 9, 1906.

Fig. 1.

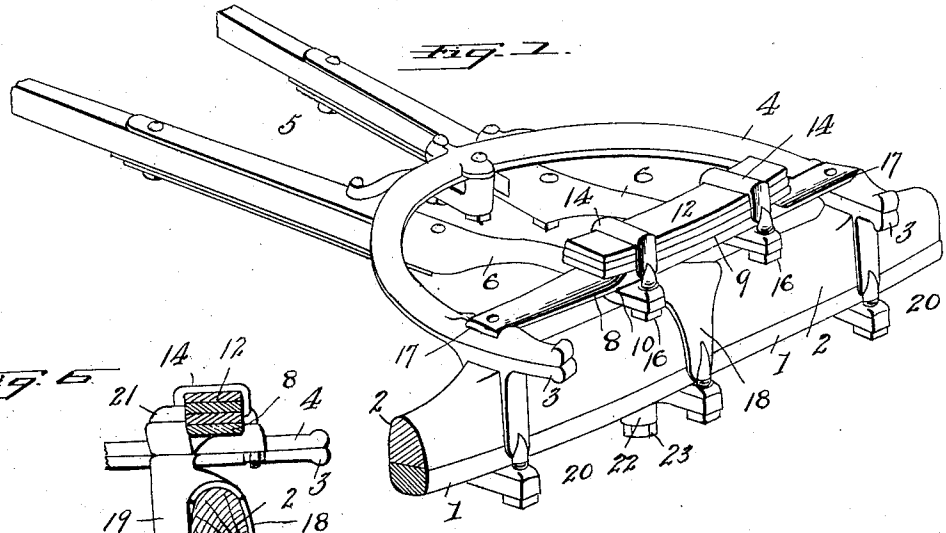


Fig. 6.

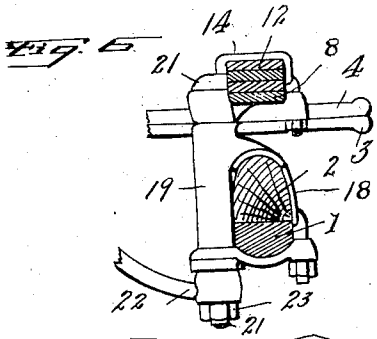


Fig. 3.

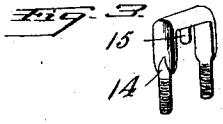


Fig. 2.

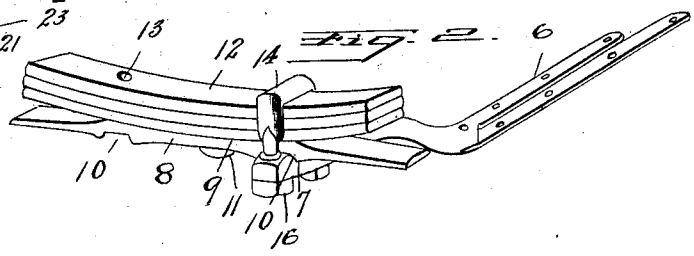


Fig. 4.

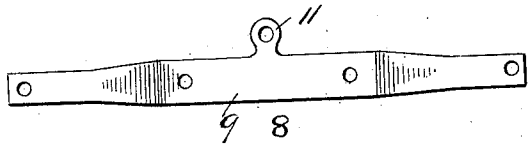
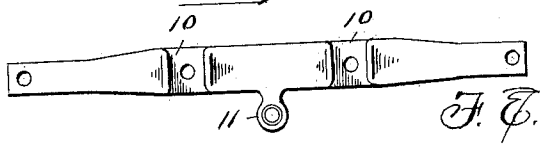


Fig. 5.



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UNITED STATES PATENT OFFICE.

FRANK E. WILCOX, OF MECHANICSBURG, PENNSYLVANIA.

VEHICLE-GEAR.

No. 826,636. Specification of Letters Patent. Patented July 24, 1906.

Application filed January 9, 1906. Serial No. 295,229.

To all whom it may concern:

Be it known that I, FRANK E. WILCOX, a citizen of the United States, residing at Mechanicsburg, in the county of Cumberland and State of Pennsylvania, have invented new and useful Improvements in Vehicle-Gears, of which the following is a specification.

My invention relates to vehicle-gears, and especially to the plate which unites the ends of the upper fifth-wheel member and the attachment of the spring and the ends of the reach-irons to the same, the object being to simplify the construction, dispense with the head-block, and locate the spring upon a plate and nearer the axle than has heretofore been the common practice.

My invention consists in certain novelties of construction and combinations of parts, as hereinafter set forth, and specified in the claims.

The accompanying drawings illustrate the physical embodiment of the invention constructed according to the best mode I have so far devised.

Figure 1 is a view in perspective of a vehicle-gear, showing my improvements, the lower part only of the elliptic spring being illustrated. Fig. 2 is a view in perspective of the spring-plate, part of the spring, and one reach-iron. Fig. 3 shows one of the clip-bolts. Fig. 4 is a top plan view of the spring-plate. Fig. 5 is a bottom plan view of the plate. Fig. 6 is a section of Fig. 1 on the line of the king-bolt.

Referring to the several figures, the numeral 1 designates the axle; 2, the axle-bed; 3, the lower member of the fifth-wheel; 4, the upper member of the fifth-wheel; 5, the reaches; 6, the reach-irons; 7, recesses in the ends of the irons with a hole at each side thereof for the bolt ends of a clip; 8, the spring-plate; 9, a curved seat for the spring upon the top surface of the plate; 10, seats in the lower surface of the plate within which are located the ends of the reach-irons; 11, a perforated lug at the rear edge of the spring-plate for the passage of the king-bolt; 12, the lower leaves of an elliptic spring; 13, a hole in the upper leaf, another similar hole being located beneath the clip at the right; 14, the clip-bolts with threaded ends; 15, a lug or prong which fits within the hole 13 and holds the spring in place; 16, nuts upon the bolt ends of the clips; 17, seats in the ends of the upper fifth-wheel member to receive the ends of the spring-plate; 18, the axle-clip; 19, a perforated lug at the rear of the clip; 20, the axle-yoke; 21, the king-bolt, having one side of its head cut away and a plain surface thereof bearing against the spring, whereby the said bolt is anchored so it cannot turn; 22, the brace and perforated brace-head, and 23 is a nut which holds the brace-head in position and also retains the king-bolt in place.

It will be observed that in the construction shown the common head-block is omitted, that a spring-plate unites the ends of the upper fifth-wheel member, which plate is provided with a seat for the lower leaves of the spring, and that the clip-bolts unite the ends of the reach-irons, the spring-plate, and the spring. As thus constructed the gear is simplified and cheapened, and the parts thereof can be assembled and detached for repairs with facility.

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

1. The combination in a vehicle-gear, of an axle and bed; an axle-clip; upper and lower fifth-wheel members; reach-irons with perforated ends; a spring-plate secured to the ends of the upper fifth-wheel member, said plate having a seat on its top surface for a spring, a perforated king-bolt lug, and seats in its lower surface for the ends of the reach-irons; a spring; clip-bolts uniting the reach-irons, spring-plate, and spring; and a king-bolt.

2. A vehicle-gear having an upper fifth-wheel member; a spring-plate joining the ends of the said fifth-wheel member; reach-irons perforated at their ends; a spring; clip-bolts uniting the reach-irons, spring-plate, and spring; and means for anchoring the spring upon its seat.

3. The combination in a vehicle-gear, of reach-irons with perforated ends; a spring-plate; spring-leaves with apertures in the top leaf; and clip-bolts each having a lug seated within an aperture in the top leaf of the spring.

In testimony whereof I affix my signature in presence of two witnesses.

FRANK E. WILCOX.

Witnesses:

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