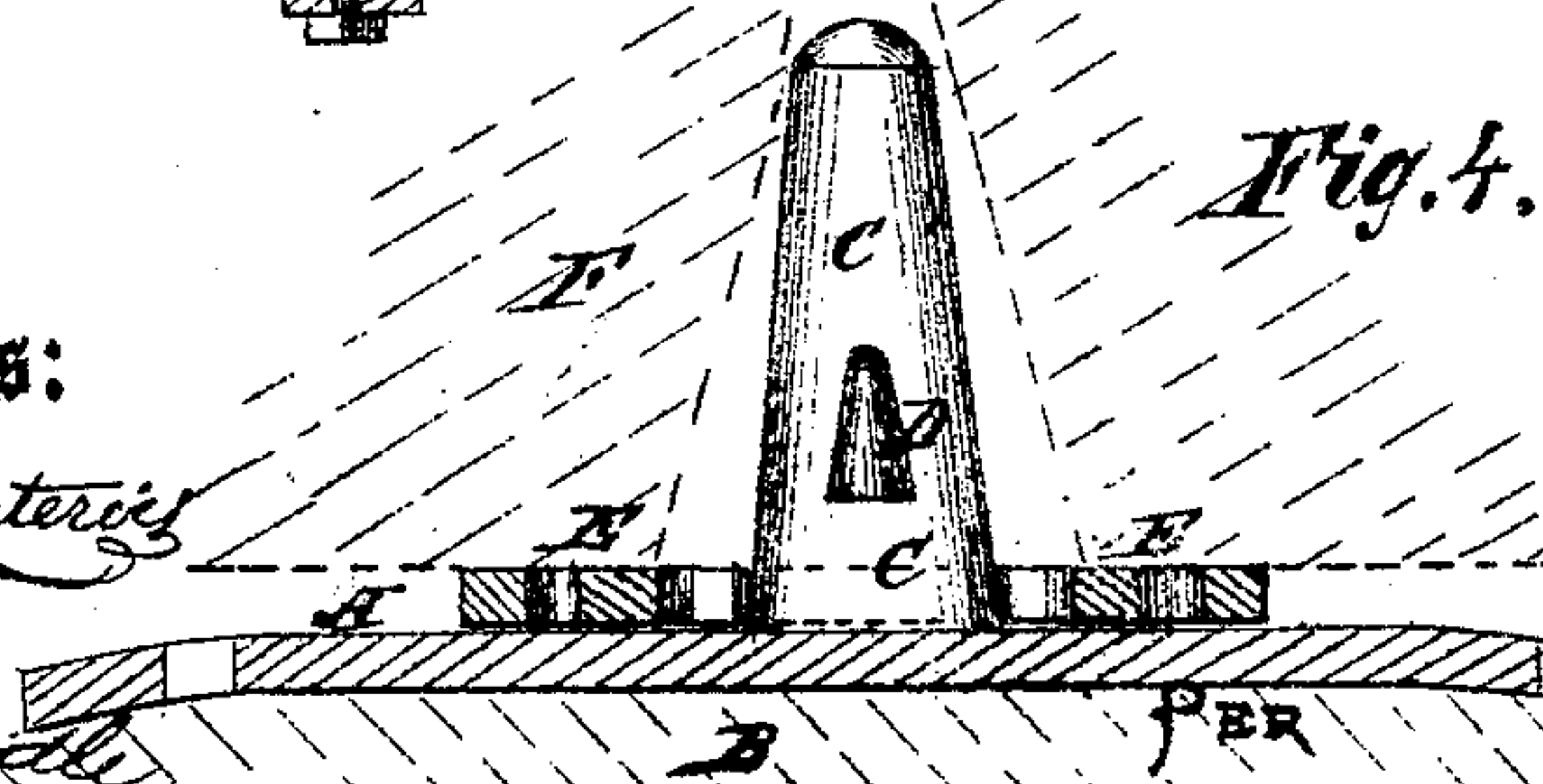
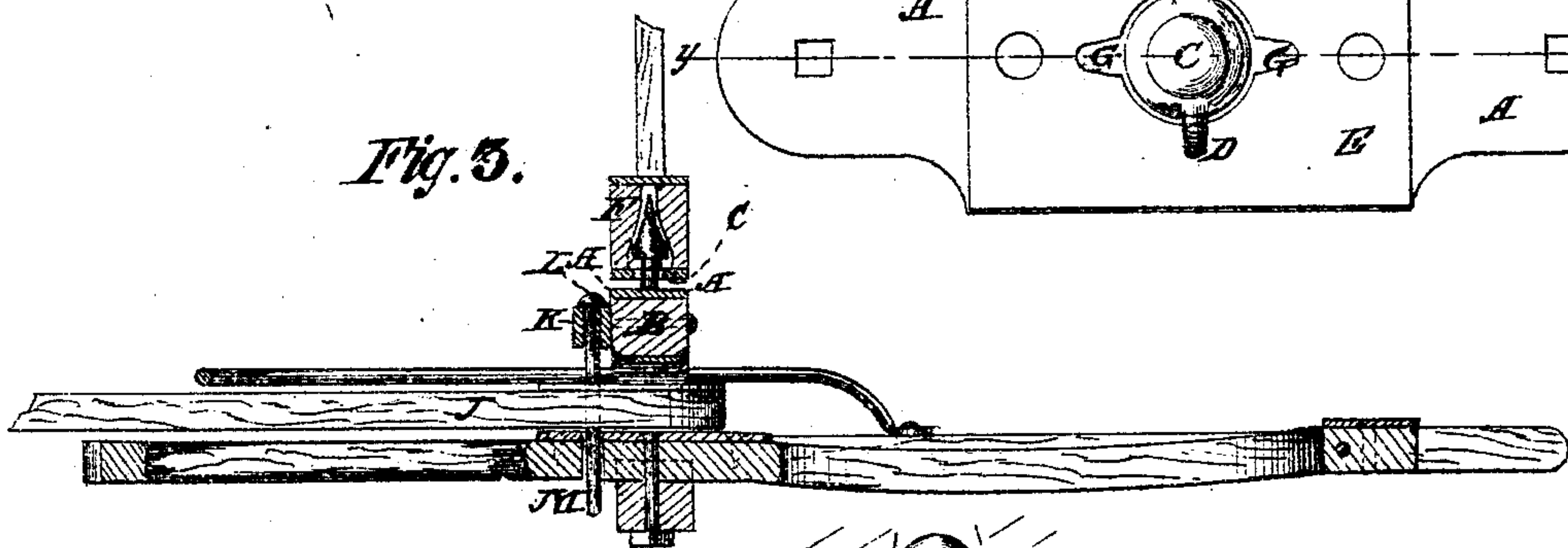
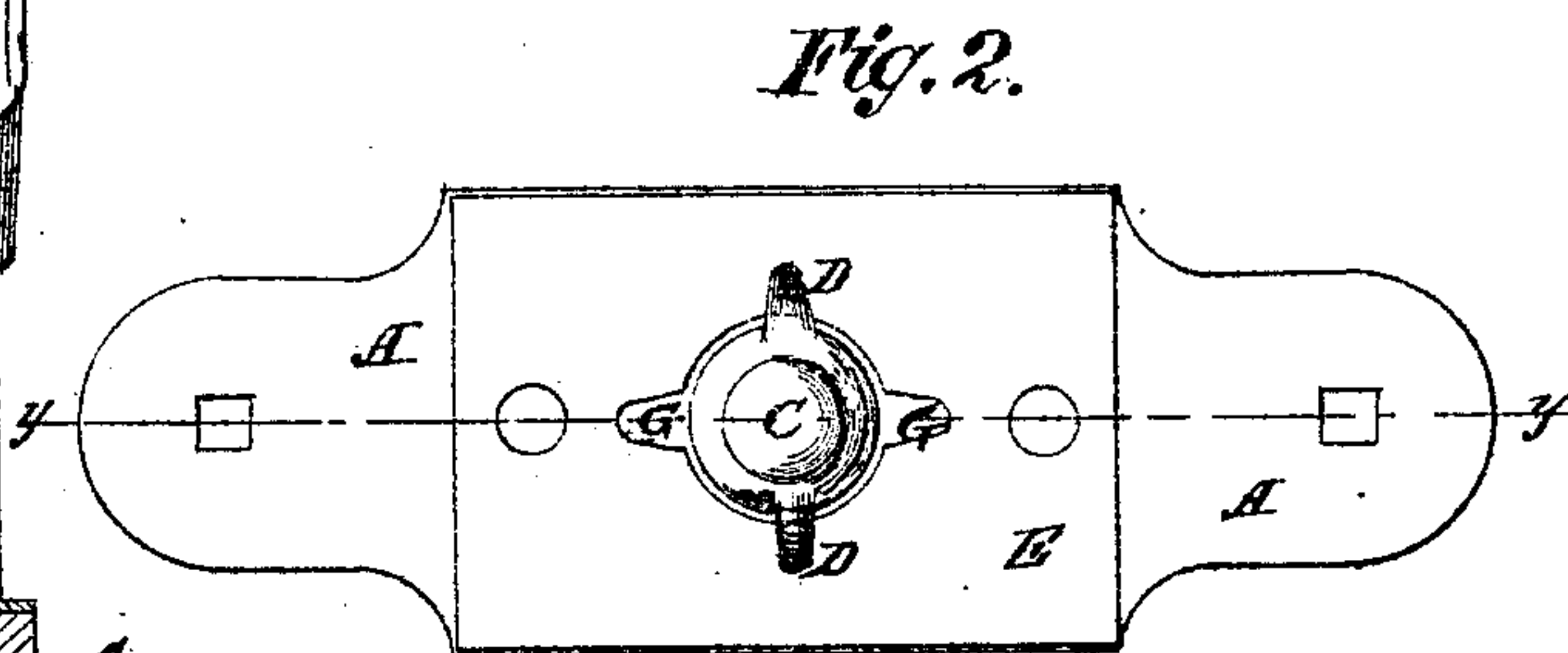
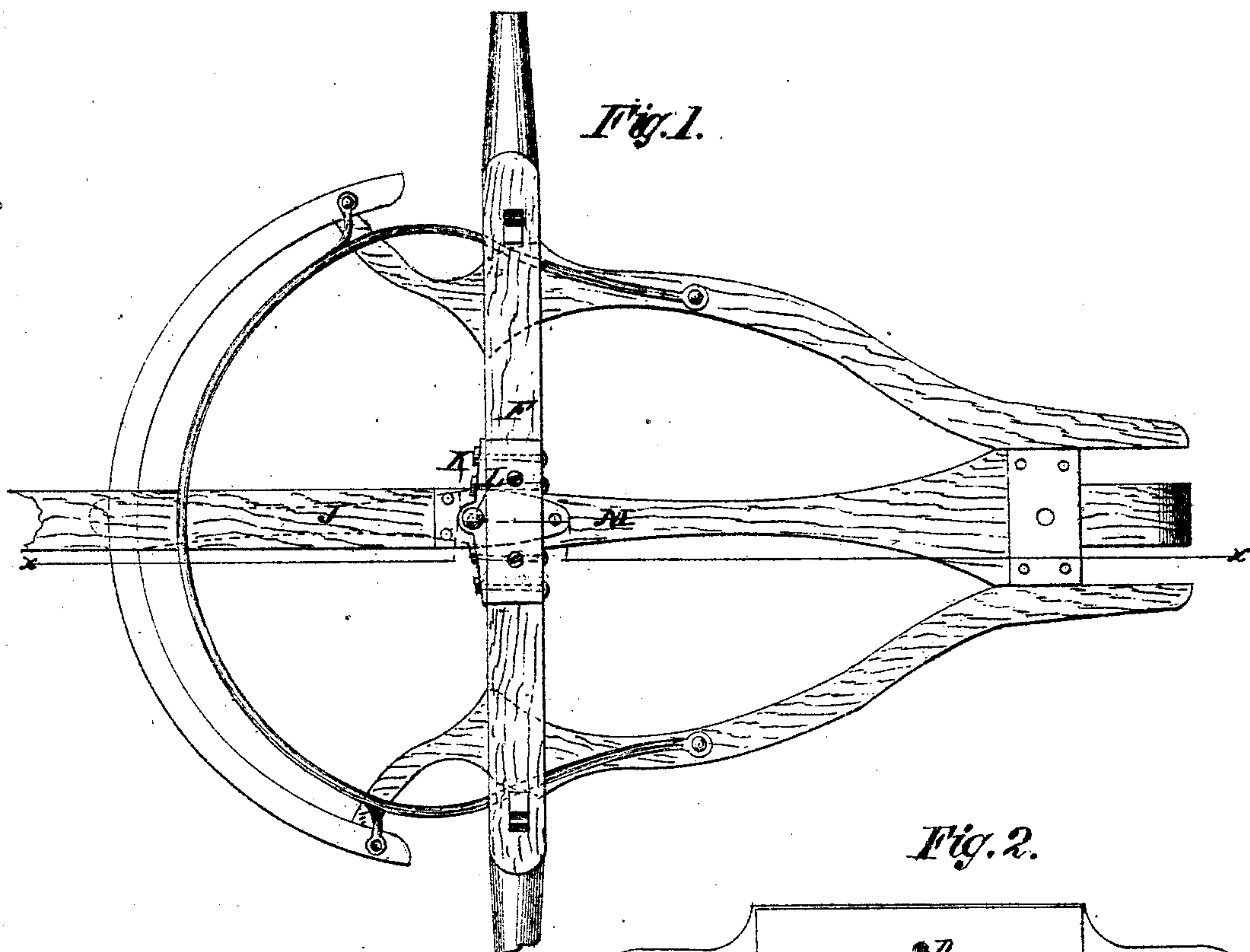


AMAZIAH FINLEY.

Improvement in Fifth Wheels.

No. 121,603.

Patented Dec. 5, 1871.



Witnesses:
P. C. Lister

Francis McLeod

Inventor:

A. Finley

Attorneys.

UNITED STATES PATENT OFFICE.

AMAZIAH FINLEY, OF BAINBRIDGE, INDIANA.

IMPROVEMENT IN FIFTH-WHEELS.

Specification forming part of Letters Patent No. 121,603, dated December 5, 1871.

To all whom it may concern:

Be it known that I, AMAZIAH FINLEY, of Bainbridge, in the county of Putnam and State of Indiana, have invented a new and Improved Front-Gear for Wagons; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing forming part of this specification.

The invention consists in the mode of connecting the reach and front-gear of a wagon, as hereinafter fully described and subsequently pointed out in the claim.

Figure 1 is a plan view of my improved front gear. Fig. 2 is a plan view of the plates employed for connecting the bolster to the sand bar. Fig. 3 is a section of Fig. 1 on the line *xx*, and Fig. 4 is a partial section on the line *yy*, of Fig. 2, with dotted lines indicating the wood-work.

Similar letters of reference indicate corresponding parts.

A is the plate which is placed on the top of the sand board B and securely fastened to it. C is the vertically-projecting pin or stud thereon, which is to take the place of the ordinary king-bolt. It is permanently attached to said plate, and is provided with two, more or less, projecting lugs D on the sides a little above the plate A. E is a plate attached to the bottom of the bolster F and having a hole to admit of the passage of said pin C with its lugs through it, said hole being extended in the form of the notches

G for the passage of the lugs D. The notches G are so arranged in the plate that when the bolster is attached and adjusted to the position for holding the box the said lugs will stand between the notches and thereby lock the bolster to the stand plate, thus preventing the detachment of the bolster from the wagon in case of such extreme turning of the front wheels as to throw the box upward on the wheels, or when the wagon turns over. It also prevents the floating of the bolster off the sand-board in fording deep rivers, and the like. The arrangement is also advantageous as it avoids the large hole required in the axle when the common bolt is used. I propose to secure the draw-bar or reach J, to the front gear, by a bolt, I, passing down through an eye, K, of a plate, L, attached to the rear side of the sand-board, and through the center-piece M of the frame of the front gear, as shown clearly in Fig. 3, which I find to be the most simple and economical mode thus far devised of connecting it in such way as to avoid the connection to the king-bolt, and admit of disconnecting without disconnecting the bolster.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

The connection of the reach to the front gear by the pin K, plate L, and center-piece M, all arranged substantially as specified.

AMAZIAH FINLEY.

Witnesses:

JOHN O. COFFMAN,
B. C. GRINSTEAD.

(31)