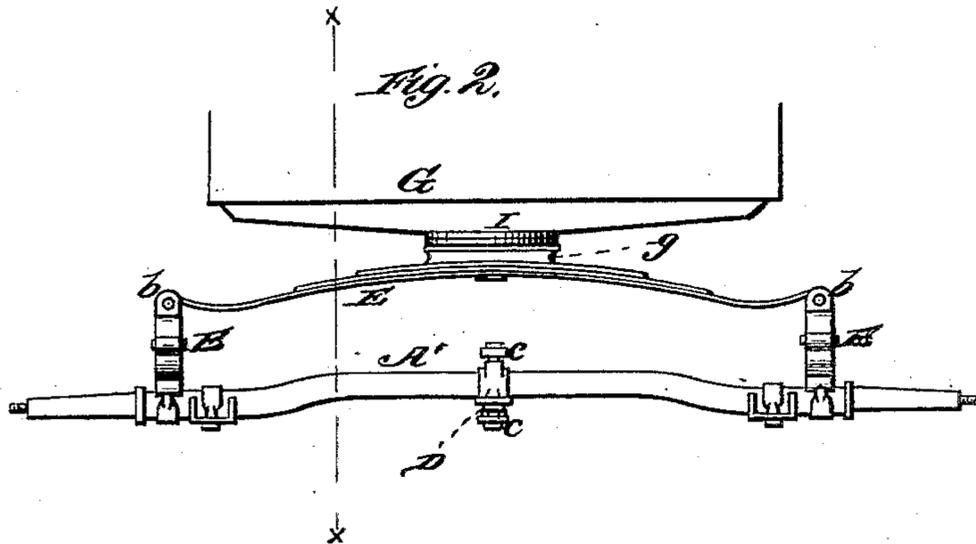
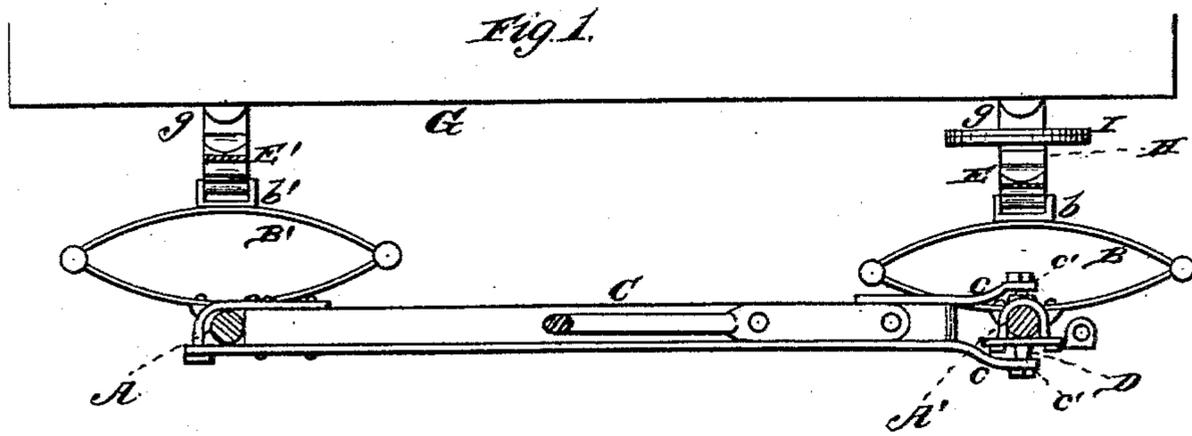


O. S. GORTON.
Wagon-Gear.

No. 211,006.

Patented Dec. 17, 1878.



WITNESSES
Robert Everett
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INVENTOR
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UNITED STATES PATENT OFFICE

ORSON S. GORTON, OF NORTH BROOKFIELD, NEW YORK.

IMPROVEMENT IN WAGON-GEARS.

Specification forming part of Letters Patent No. **211,006**, dated December 17, 1878; application filed October 26, 1878.

To all whom it may concern:

Be it known that I, ORSON S. GORTON, of North Brookfield, in the county of Madison and State of New York, have invented a new and valuable Improvement in Wagons; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters of reference marked thereon.

Figure 1 of the drawings is a representation of a section, through lines *x x*, Fig. 2, of my wagon; and Fig. 2 is a front view of the same.

This invention has relation to wagons; and consists in the improvements in the construction of the same, hereinafter fully described, and particularly pointed out in the claim.

Referring to the drawings, A represents the rear axle, and A' the front axle, on the former of which is attached, by clips, two elliptic springs, B B, and on the latter similar springs B' B'. C represents the reach, provided at its front end with jaws *c*, which are perforated at *c'* to receive the clip king-bolt D, which embraces the front axle. The axles have no stock, and the connections therewith are direct. E and E' represent leaf half-springs of rear and front axles, respectively, the spring E being secured at each end to the elliptic springs B B in clips *b* by a loose bolt or pin, and the half-spring E' to the elliptic springs B' B' by loose clips *b'*. The upper surfaces of these half-

springs E E' are convex, and upon the highest point of said convex surface rests the body G.

H represents a bearing-block, secured to half-spring E, and it furnishes a bearing for the fifth-wheel I, secured upon the cross-bar *g* of the body G.

The draft-pole (or thills) is attached directly to the front axle, which, in turn, is secured to the rear axle by means of the reach and clip king-bolt. This gives a very firm, yet simple and efficient, connection.

I am aware that a clip, ball, and segments surrounding said ball have been combined in such a manner that they performed the functions of the turning-circle of a vehicle, and that the segments also afforded a seat for the spring, as shown in the Patent No. 43,640, of July 26, 1864, to Chauncey H. Guard, and this construction I do not claim in this specification.

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

The reach C, having the plates *c c'*, in combination with the clip king-bolt D, when said plates are fastened to the clip king-bolt at the top and bottom, substantially as set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

ORSON S. GORTON.

Witnesses:

DUANE MARSH,
PAUL CHESBRO.