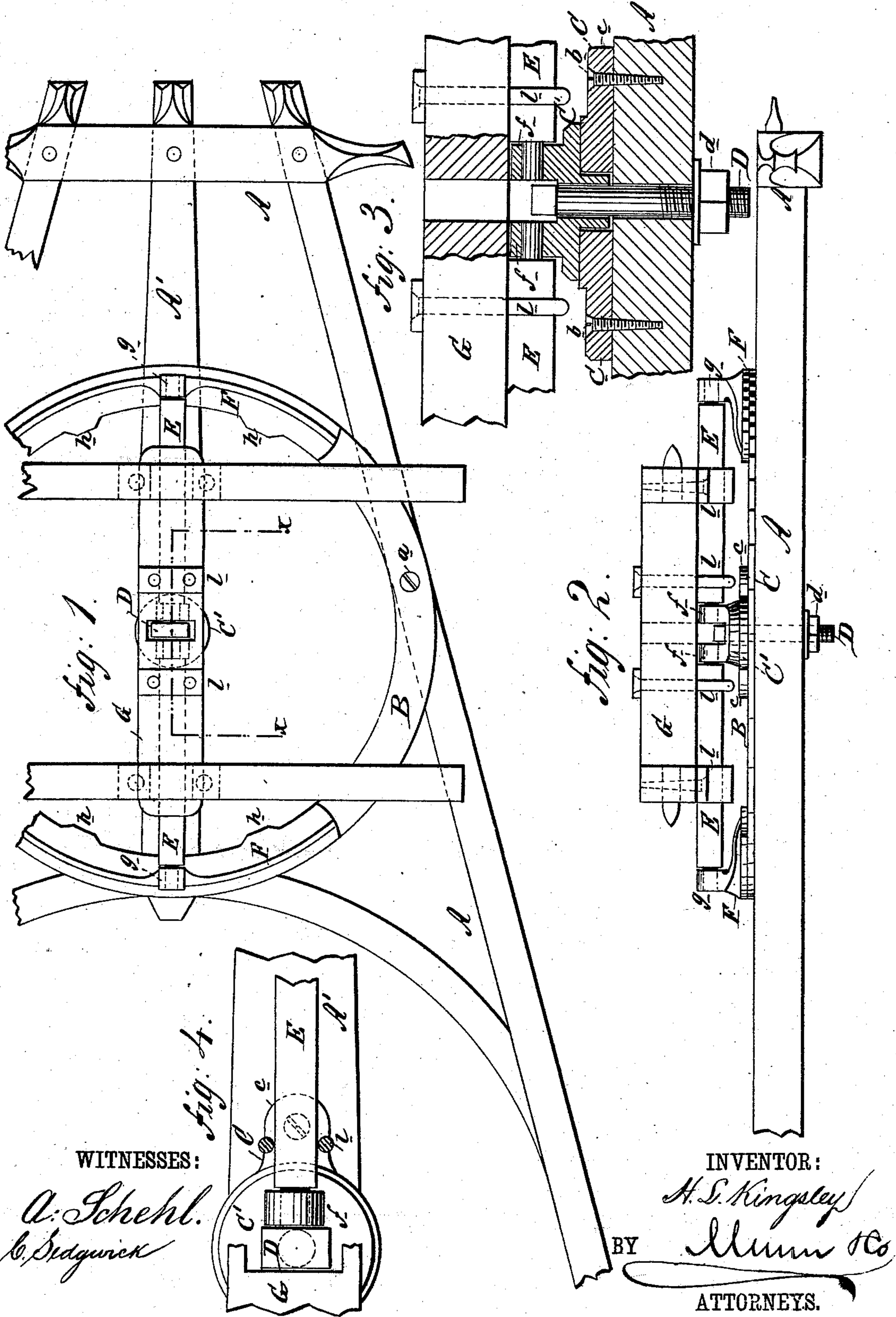


(Model.)

H. L. KINGSLEY.
Wagon Gear.

No. 238,920.

Patented March 15, 1881.



WITNESSES:

A. Schehl.
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INVENTOR:

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BY

ATTORNEYS.

UNITED STATES PATENT OFFICE.

HORACE L. KINGSLEY, OF RACINE, WISCONSIN, ASSIGNOR OF ONE-HALF TO
MITCHELL LEWIS & CO., OF SAME PLACE.

WAGON-GEAR.

SPECIFICATION forming part of Letters Patent No. 238,920, dated March 15, 1881.

Application filed December 27, 1880. (Model.)

To all whom it may concern:

Be it known that I, HORACE L. KINGSLEY, of the city of Racine, in the county of Racine and State of Wisconsin, have invented a new and Improved Wagon-Gear, of which the following is a specification.

The object of this invention is to provide a cheaper and more durable oscillating gear for platform spring-wagons, whereby greater elasticity and freedom of movement is given to the wagon-bed.

The invention consists of the combination, with the bed-piece, of horizontal rocking bars having their inner ends supported in a revolving king-bolt plate, and their outer ends in a ring or segments that travel over the fifth-wheel, which is secured on the wagon-platform.

Figure 1 is a plan of the improved gear. Fig. 2 is a side elevation of the same. Fig. 3 is an enlarged vertical sectional elevation on line *x x*, Fig. 1. Fig. 4 is an enlarged plan of a portion of the device, with part of bed-piece broken away.

Similar letters of reference indicate corresponding parts.

In the accompanying drawings, A represents the platform, and B the fifth-wheel, secured thereon by screws *a* or other suitable device. On the central bar, A', of the platform A a king-bolt plate, C, is secured by screws or bolts *b*, that pass down through its lateral lugs *c* into the said bar A', and on the top of the fixed plate C a revolving king-bolt plate, C', is held by the king-bolt D, that passes centrally down through plates C C' and through the bar A', and is held by a nut, *d*. The plate C' is provided on its upper face with horizontally-perforated vertical lugs *f f*, one on either side of its center, and in these lugs *f f* are journaled the inner ends of the two radial rocking bars E, whose outer ends are journaled so that said bars E can revolve in the vertical lugs *g g* of the segments F F, that rest upon and travel over the fifth-wheel B. On their

inner edges these segments F F are provided with lugs *h h*, that are turned down in contact with the inner edge of the fifth-wheel B, and thereby said segments F F are held on said fifth-wheel B. In lieu of the segments F F, a complete circle or ring may be used.

The bed-piece G is firmly secured on the rocking bars E E by suitable clamps *l*, as shown, so that said bed-piece G can rock from side to side with the rocking bars E E in the journal-bearings *f g*, and can also freely turn in a horizontal plane on the bearings afforded by the king-bolt plate C and the fifth-wheel B.

The platform A is designed to rest upon and be secured to suitable springs, and the wagon-box is designed to be set on the bed-piece G, whereby great elasticity and freedom of movement is given to the wagon.

This gear may be made of any required strength without being too heavy or cumbersome, is durable and compact, and enables the wagon body or box to hang lower than do the devices for which this is substituted.

I am aware that fifth-wheels have been suspended so as to rock by means of lugs and arms from the wagon-bed; but

What I claim is—

1. The fifth-wheel of a wagon, suspended from the bed or body by horizontal rocking bars supported in a rotary king-bolt plate at the inner ends, and at the outer ends in segments traveling over the fifth-wheel, as shown and described.

2. In wagon-gear, the combination, with the king-bolt and fifth-wheel, of the plate C', having on its upper surface the horizontally-perforated lugs *f f*, the radial rock-bars E E, carrying bed-piece G, and journaled in said lugs, and the segments F F, having lugs *g h*, arranged as shown and described.

HORACE L. KINGSLEY.

Witnesses:

WM. T. LEWIS,
F. L. MITCHELL.