

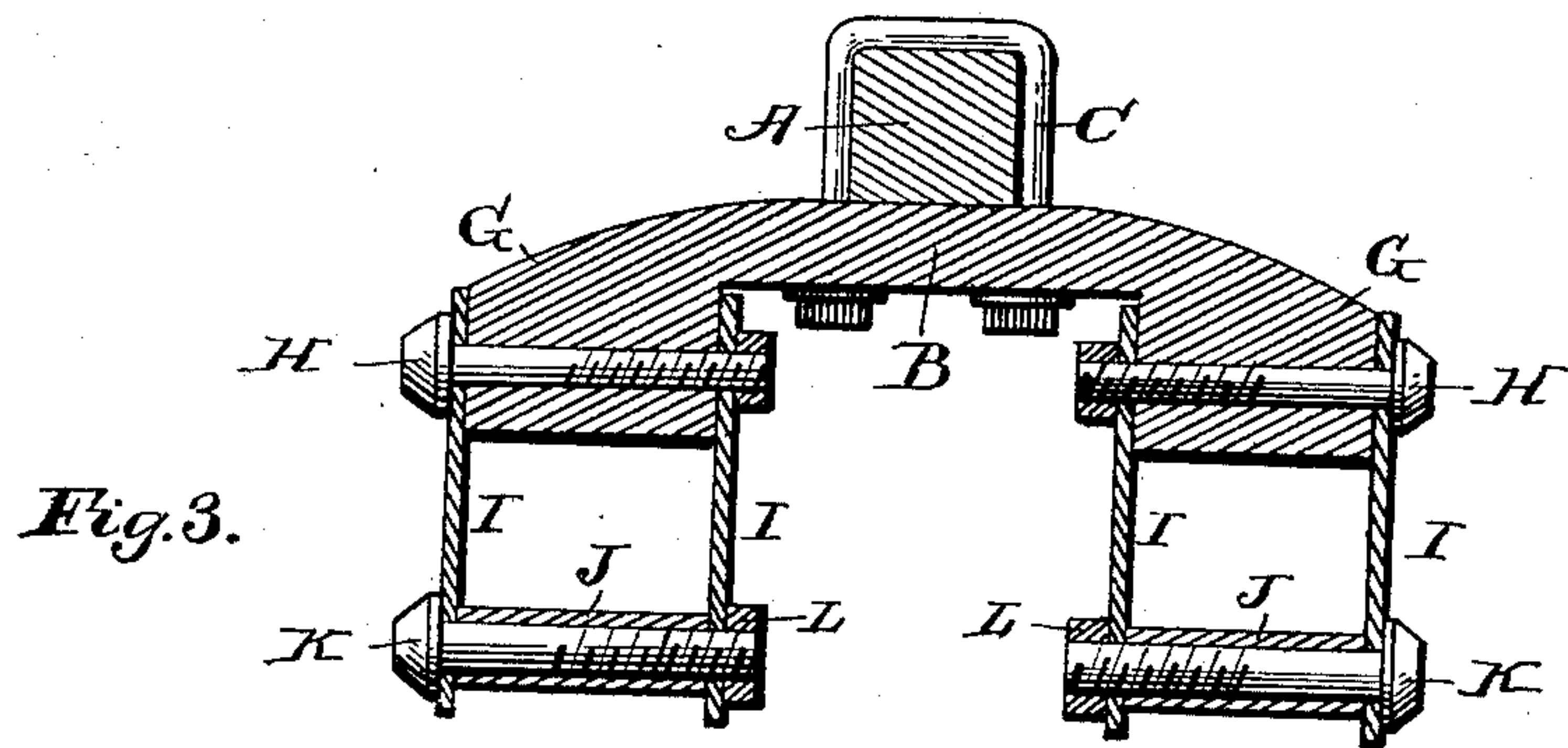
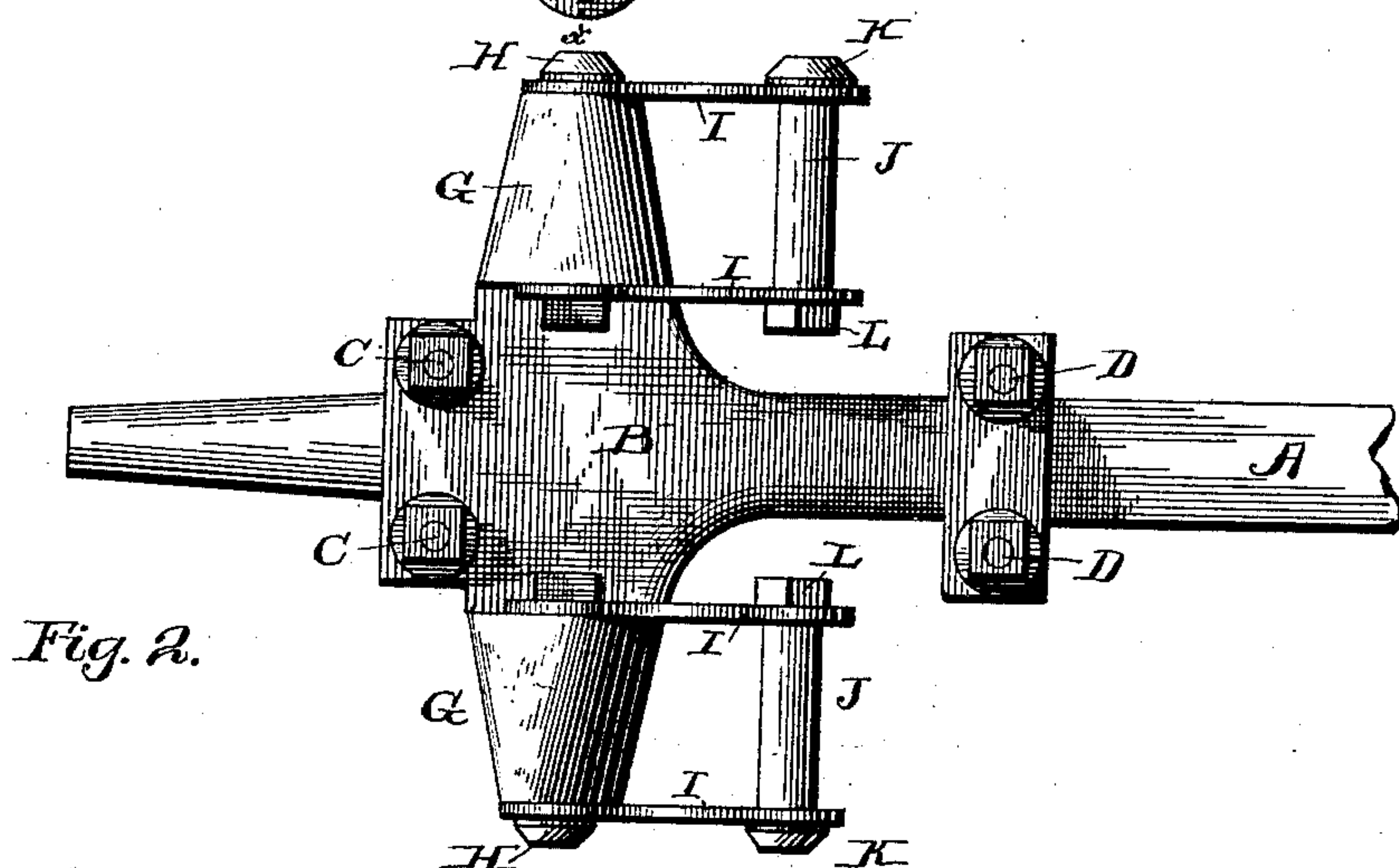
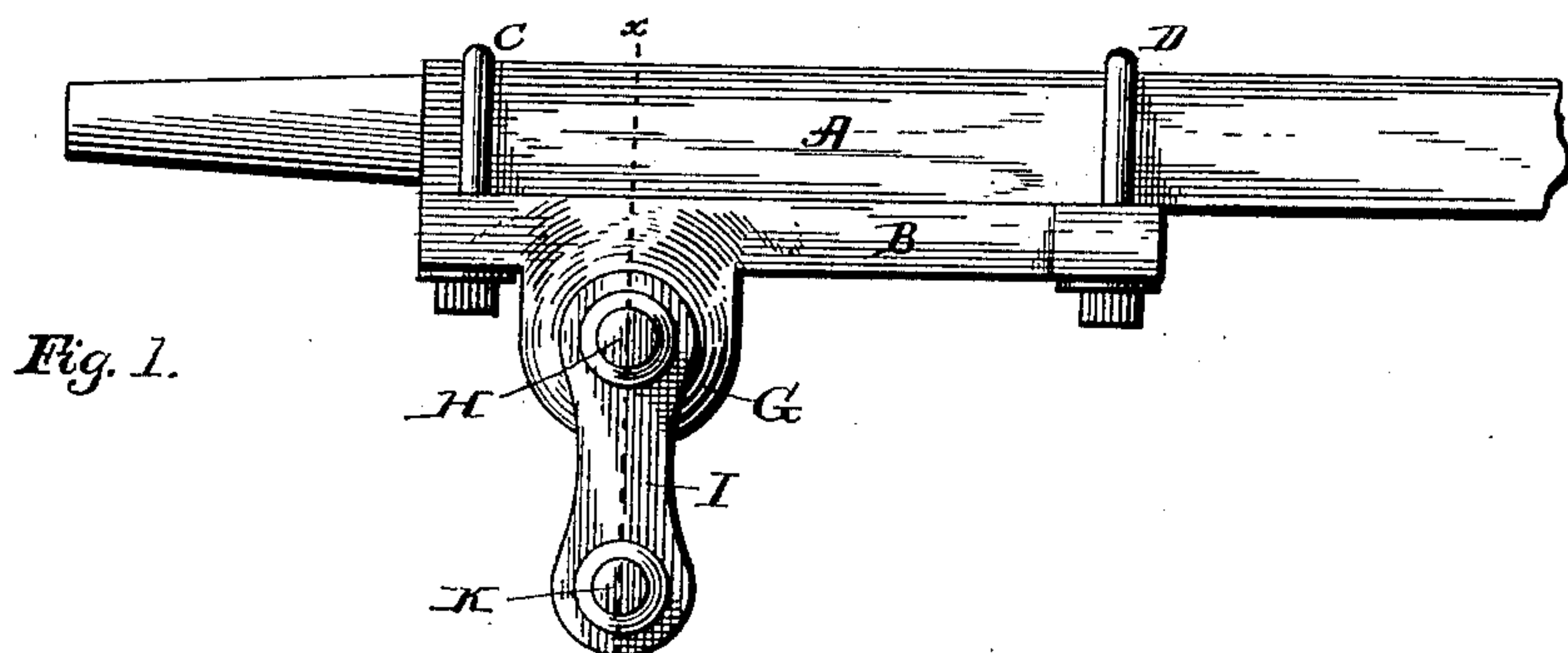
(No Model.)

E. E. HATHEWAY.

WAGON GEAR.

No. 348,846.

Patented Sept. 7, 1886.



WITNESSES  
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# UNITED STATES PATENT OFFICE.

EDWIN E. HATHEWAY, OF ORISKANY FALLS, NEW YORK.

## WAGON-GEAR.

SPECIFICATION forming part of Letters Patent No. 348,846, dated September 7, 1886.

Application filed January 30, 1886. Serial No. 190,312. (No model.)

*To all whom it may concern:*

Be it known that I, EDWIN E. HATHEWAY, a citizen of the United States, residing at Oriskany Falls, in the county of Oneida and State of New York, have invented certain new and useful Improvements in Wagon-Gear; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it ap-  
10 pertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of a side view. Fig. 2 is a bottom view. Fig. 3 is a section taken on line *xx*, Fig. 1.

My invention relates to wagon-gears; and it consists in the construction and novel combination of parts, as will be hereinafter set forth, and pointed out in the claim.

Referring by letter to the accompanying drawings, A designates an axle for the running-gear of a wagon.

B designates a T-iron, which is secured to the axle by clips C and D. This T-iron may be secured either to the under face of the axle, near the journal of the same, or to the upper face of the axle, as may be preferred. The arms of the T-iron B are nearly cone-shaped at their ends, and these cone-shaped portions, G, are bored axially for the passage of the bolts H, by which the links I are connected to the T-irons B, they being four in number—two for  
25 each axle.

Between the lower ends of the links I I a sleeve, J, is held by a bolt, K. This sleeve J is to enter the eye of the spring, and the bolt K is then passed through the links and sleeve J and the nut L is turned to place. The

sleeve J may, however, be omitted and the bolt K passed directly through the links and the eye of the spring.

The springs are to be used in pairs—one on each side of the axle.

The sleeves J may be of rubber, if preferred.

I am aware that the several parts of my invention have heretofore been used in similar devices, and that many of them have been arranged and combined in substantially the manner herein shown; but I am not aware that any one has ever used all of the elements shown, and arranged them in the manner specifically hereinafter pointed out.

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

The T-iron B, constructed substantially as shown, and provided with the lateral extensions having the perforations to receive the clips C and D, which embrace the axle and are secured by nuts, the integral cone-shaped extensions G G, separated on their under side by a recess, as shown, and having the axial bores, the parallel and perforated links I, secured at their upper ends to the opposite ends of the said conical arms by the bolts H H, and the tubes J J, secured to the opposite ends of the links by the bolts K K, the whole adapted to serve with an axle, substantially as specified.

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

EDWIN E. HATHEWAY.

Witnesses:

H. H. HATHEWAY,  
N. MATHEWS.