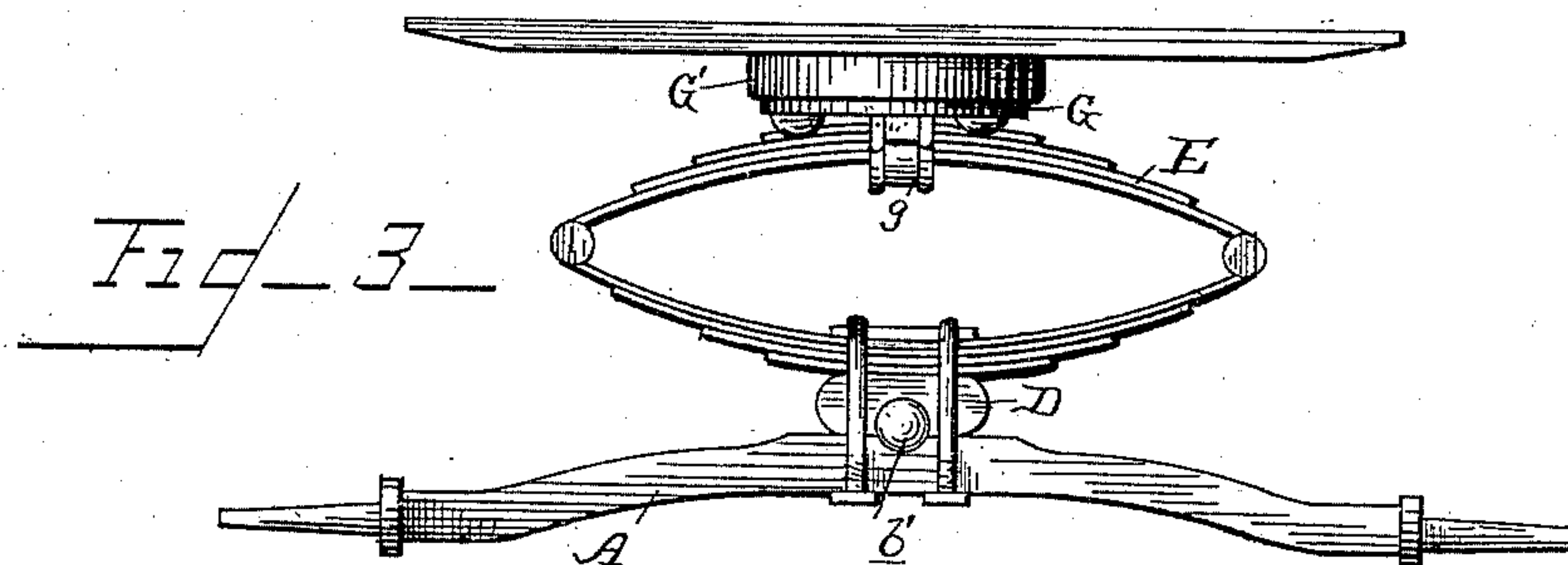
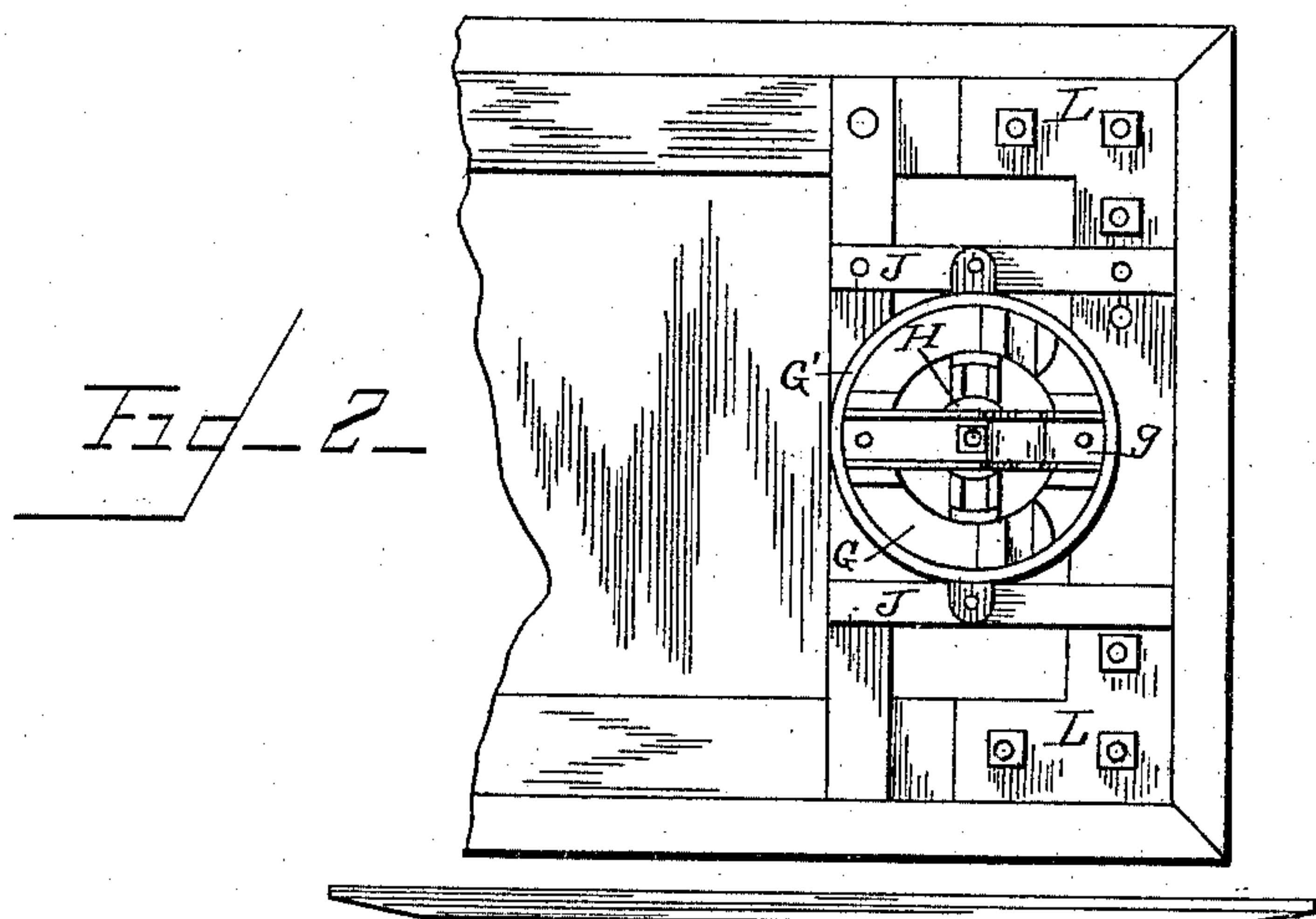
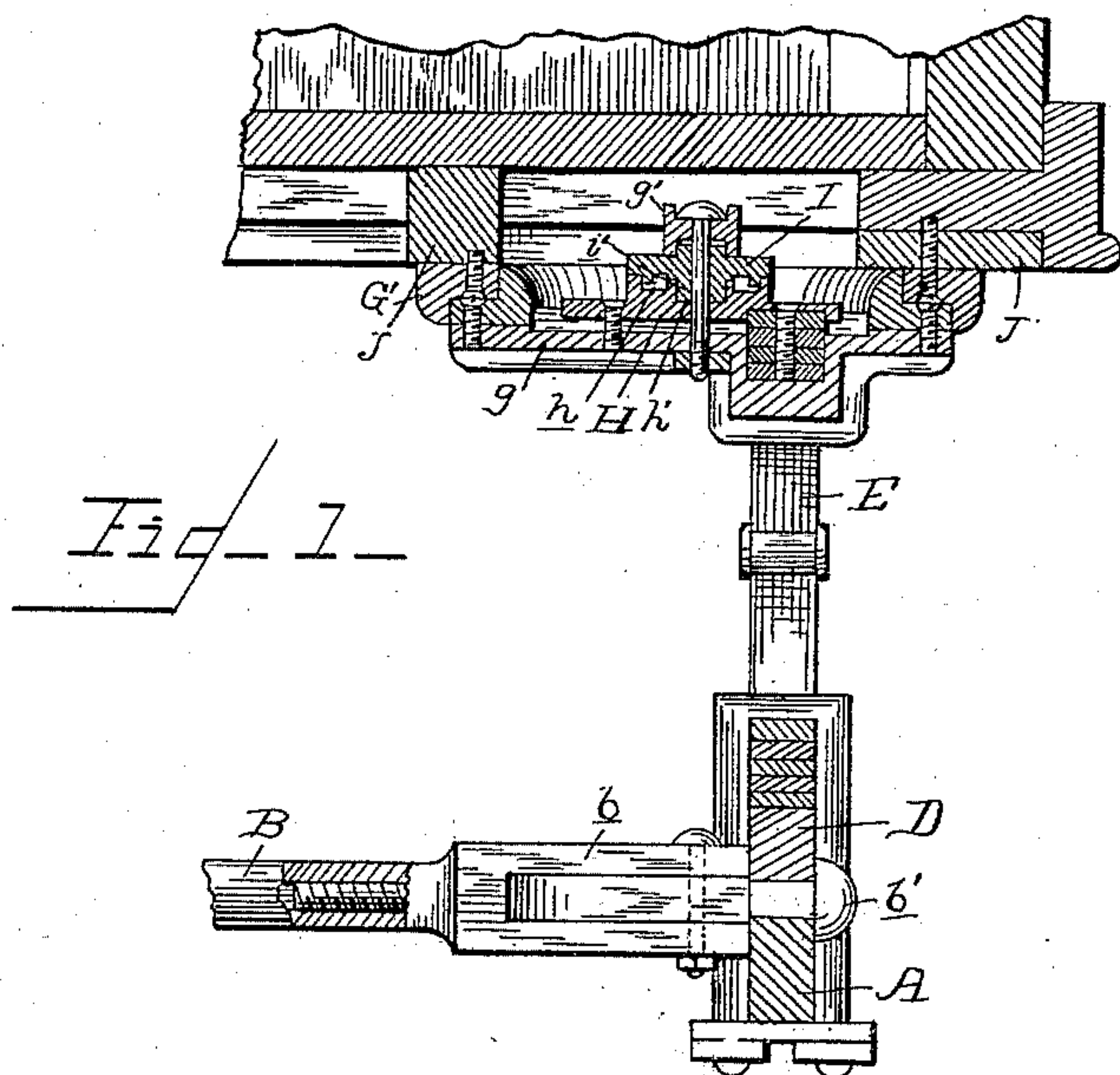


(No Model.)

P. & J. W. BROWN.  
WAGON.

No. 445,829.

Patented Feb. 3, 1891.



Witnesses  
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# UNITED STATES PATENT OFFICE.

PERRY BROWN, OF SHARONVILLE, OHIO, AND JOSEPH W. BROWN, OF  
MEMPHIS, TENNESSEE.

## WAGON.

**SPECIFICATION** forming part of Letters Patent No. 445,829, dated February 3, 1891.

Original application filed April 10, 1890, Serial No. 347,418. Divided and this application filed July 1, 1890. Serial No. 357,418.  
(No model.)

*To all whom it may concern:*

Be it known that we, PERRY BROWN and JOSEPH W. BROWN, citizens of the United States, residing respectively at Sharonville, Hamilton county, Ohio, and Memphis, Shelby county, Tennessee, have invented certain new and useful Improvements in Wagons, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to certain improvements in the construction of wagons such as are commonly known as "business wagons," and more particularly to the fifth-wheel and its construction, whereby they are made stronger and more durable and convenient in use; and the invention consists in the peculiar construction, arrangement, and combinations of parts, whereby these ends are accomplished, as hereinafter more fully described, and then definitely pointed out in the claims.

In the accompanying drawings, Figure 1 is a central vertical longitudinal section of our improvement. Fig. 2 is a reversed plan of the same, and Fig. 3 is a front view.

Referring now to the drawings by letter, A represents the axle; B, the reach, (preferably made, mainly, of gas-pipe,) having at the front end a forked casting *b*, which receives the tongue of the coupling *b'*, held between the axle and a block D. Above this block is the lower half of the spring E, and said half of the spring, the block D, and the axle A are all securely fastened together by clips, as shown. The upper half of the spring is secured to the lower half of the fifth-wheel by a cross-bar *g*, which may be either cast with the lower half of the fifth-wheel or formed separately therefrom and attached with bolts, as preferred. Resting on this cross-bar is a transfer-plate H, which is securely fastened to said cross-bar by bolts, one of which passes through the upper half of the spring. The transfer-plate H is provided with a deep groove *h* and a central recess *h'*, in which enters a corresponding circular rib *i* and boss *i'* of an upper transfer-plate I, bolted to a cross-bar *g'*, preferably cast with the upper half *G'* of the fifth-wheel, which half is bolted to the bars J J J (preferably formed of angle-iron) and to the front sill K. Both halves of the fifth-wheel are provided with rims that take the strain off of the king-bolt when in use.

By the construction above set forth we obtain many advantages, which will be apparent to the most casual observer, among which may be given the following: the peculiar construction of the reach and its connection with the front axle, which gives strength with little weight and avoids strain when one of the wheels is in a rut or going over a stone. The peculiar arrangement of the fifth-wheel also gives it great strength, and the use of the removable transfer-plates provides for the removal of those parts when worn.

The features here claimed are shown but not claimed in our application filed April 10, 1890, Serial No. 347,418, of which this is a division.

What we claim is—

1. The combination, with a fifth-wheel composed of two sections *G G'*, one having a cross-bar *g* and the other a cross-bar *g'*, of the transfer-plates H I, removably secured to said cross-bars, substantially as described.

2. A fifth-wheel composed of two sections *G G'*, one section *G* having a rim fitting inside the inner edge of the other and the section *G'* having a rim fitting the outside edge of the section *G*, in combination with the transfer-plates H I, removably attached to the cross-bars on the fifth-wheel sections, substantially as described.

3. The combination, with a wagon-spring and a fifth-wheel having a cross-bar provided with a recess to receive the spring, of a removable transfer-plate bolted over the recess and spring, substantially as described.

4. The combination, in a wagon, of a tubular reach B, a forked end *b*, having one end secured to said reach and the other end perforated, and a coupling *b'*, fitted in and pivotally connected with said forked end and having a neck, with an axle A and block D, set, respectively, under and over the neck of said coupling and fitting said neck, all substantially as shown and described.

In testimony whereof we affix our signatures in presence of two witnesses.

PERRY BROWN.

JOSEPH W. BROWN.

Witnesses of Perry Brown:

THOS. E. ROBERTSON,

T. J. W. ROBERTSON.

Witnesses of J. W. Brown:

THOS. Z. CRENSHAW,

FRANK M. DYER.