

No. 640,055.

Patented Dec. 26, 1899.

J. T. WATKINS.

WAGON GEAR.

(Application filed July 5, 1899.)

(No Model.)

3 Sheets—Sheet 1.

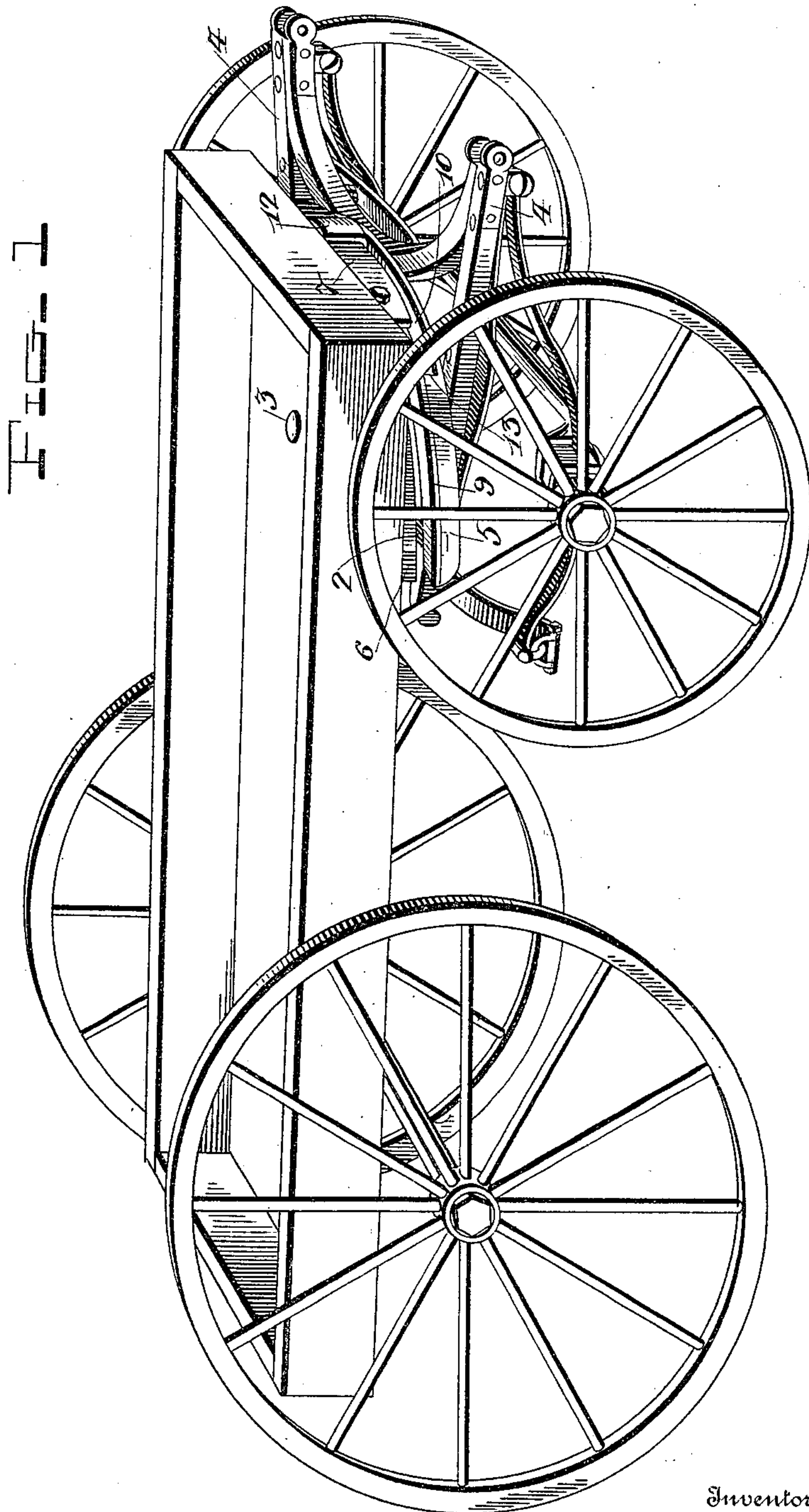


FIG. 1

Witnesses

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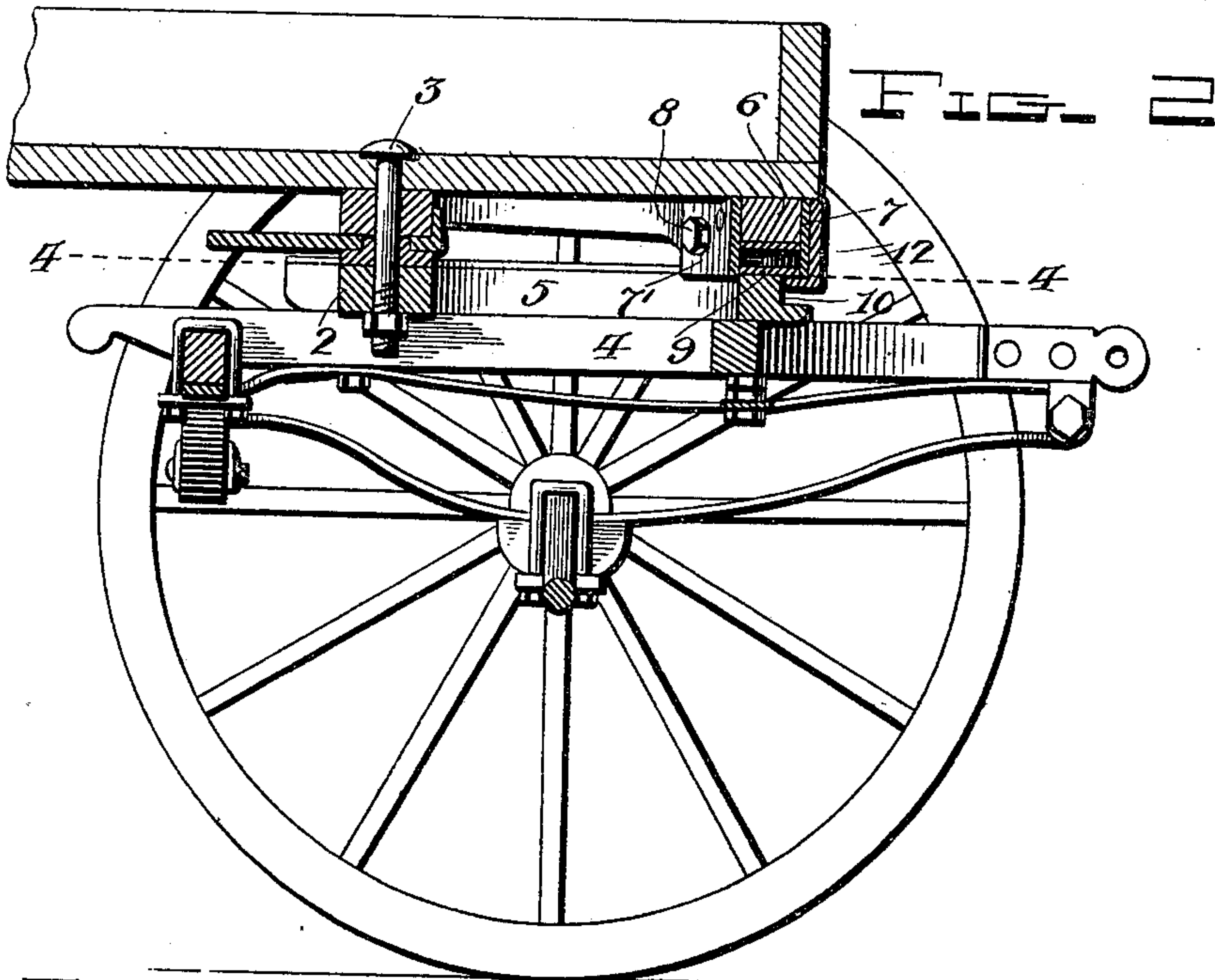
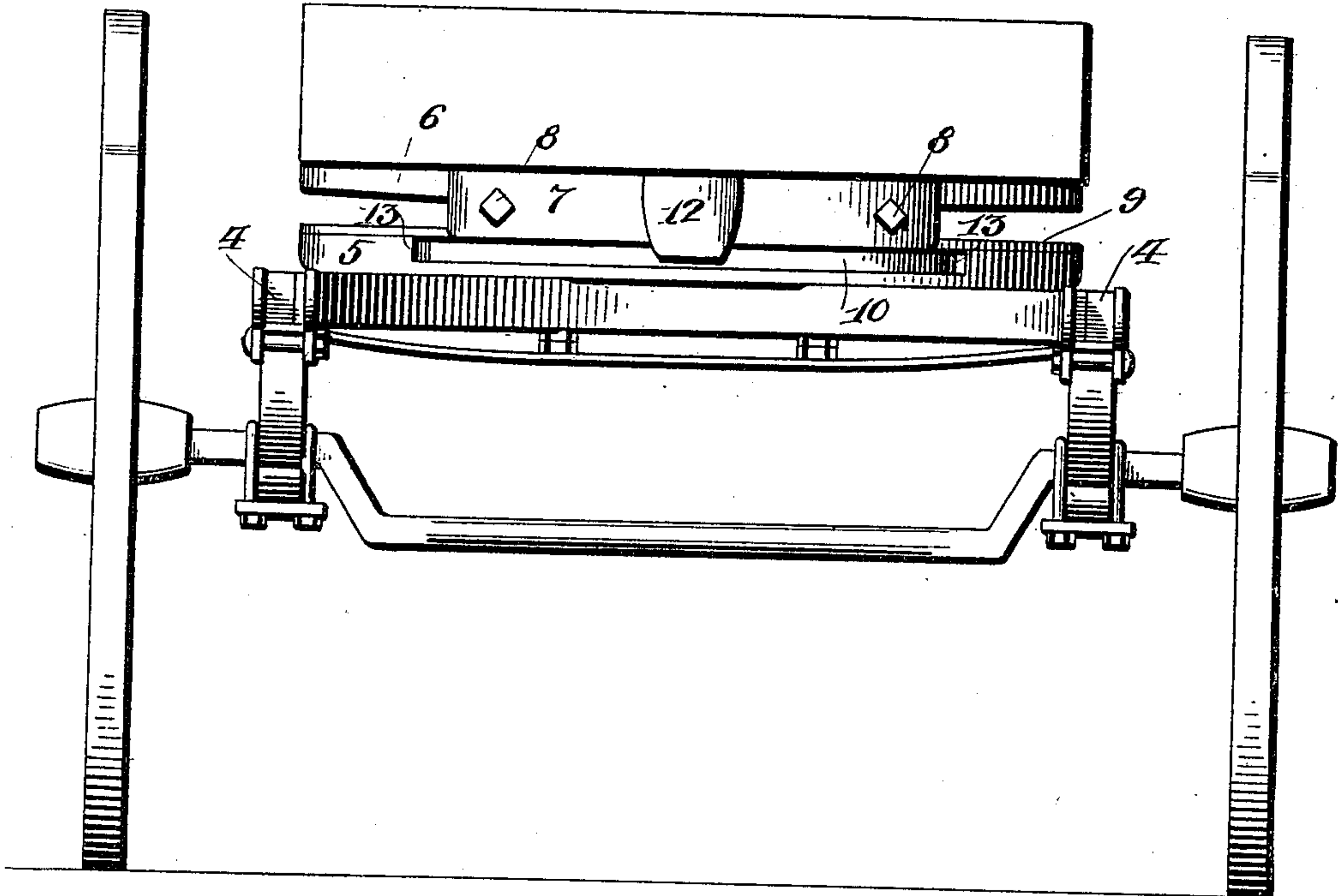


FIG. 2



Witnesses

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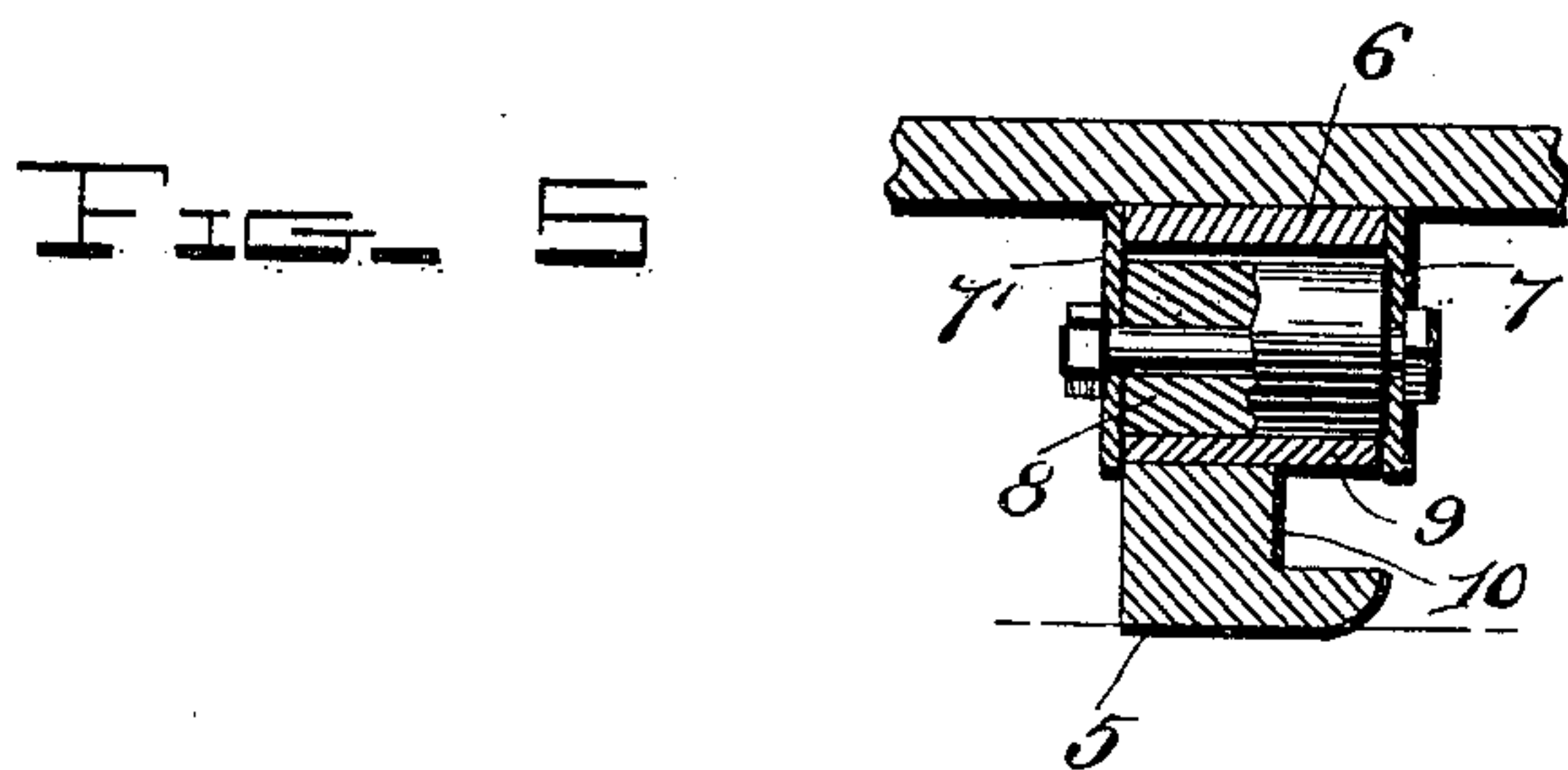
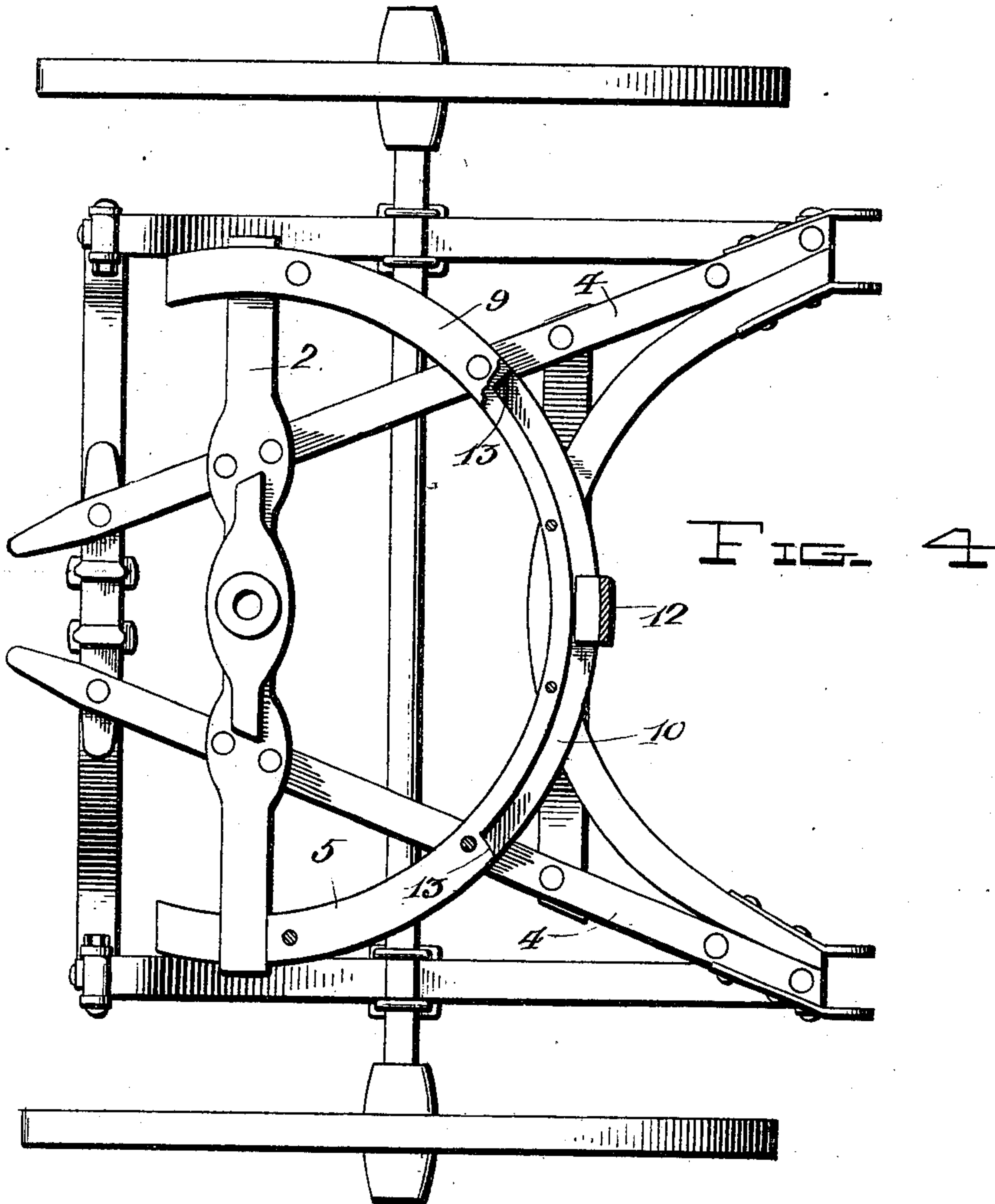
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3 Sheets—Sheet 3.



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UNITED STATES PATENT OFFICE.

JOHN T. WATKINS, OF BATTLE CREEK, MICHIGAN.

WAGON-GEAR.

SPECIFICATION forming part of Letters Patent No. 640,055, dated December 26, 1899.

Application filed July 5, 1899. Serial No. 722,844. (No model.)

To all whom it may concern:

Be it known that I, JOHN T. WATKINS, a citizen of the United States, residing at Battle Creek, in the county of Calhoun and State of Michigan, have invented certain new and useful Improvements in Wagon-Gears; 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 appertains to make and use the same.

My invention relates to certain novel improvements in wagon-gears, and more particularly to that class known in the trade as a "short-turn platform-spring;" and the object is to simplify and improve the construction and increase the efficiency and durability of the vehicle.

To this end the invention consist in the construction, combination, and arrangement of the several elements of the device, as will be hereinafter more fully described, and particularly pointed out in the claim.

In the accompanying drawings the same reference characters indicate the same parts of the invention.

Figure 1 is a perspective view of my improved wagon-gear. Fig. 2 is a longitudinal section. Fig. 3 is a front elevation. Fig. 4 is a horizontal section of the front platform, taken on the line 4 4 of Fig. 2; and Fig. 5 is a longitudinal section taken on the line of one of the bearing-rollers.

The body portion may be of any approved form, and it is mounted at its rear end on the rear axle in the usual manner, as shown. The front platform consists of the bolster 2, through which the king-pin 3 passes, the diverging reaches 4 4, and the semicircular fifth-wheel 5, which connects the bolster and reaches, as shown, to form a rigid platform which supports the front end of the vehicle.

6 denotes the wear-rail, which conforms to the fifth-wheel, and its forward end is provided with the parallel curved flanges 7 7', in which are journaled the bearing-rollers

8 8, which have a bearing on the fifth-wheel plate 9.

10 denotes a semicircular recess formed in the front portion of the fifth-wheel below the plate 9, and 12 denotes an angle-bracket fixed to the flange 7, and its free end extends under the plate 9 and into the recess 10. This prevents the front of the platform tilting downward, and it also serves as a limit-stop in turning the platform to the right or left by coming in contact with the shoulders 13 13, formed in the fifth-wheel, and which also form the end walls of the recess 10, as the bracket 12 abuts against these shoulders before the front wheels touch the wagon-body, and thereby prevent the wheels riding under the body and tilting it over. This construction also dispenses with the usual unsightly wear-plates and also prevents chafing the body portion.

The accompanying drawings show my invention in the best form now known to me; but many changes in the details might be made within the skill of a good mechanic without departing from the spirit of my invention as set forth in the claim at the end of this specification.

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

In a wagon-gear, the combination with the body, the wear-rail 6, the flanges 7 7', the bearing-rollers 8 8 and the angle-bracket 12, of the fifth-wheel formed with the curved recess 10, the shoulders 13 13 and the plate 9 fixed to the fifth-wheel above said recess, substantially as shown and described.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

JOHN T. WATKINS.

Witnesses:

E. EAVES,

MARGRET WATKINS.