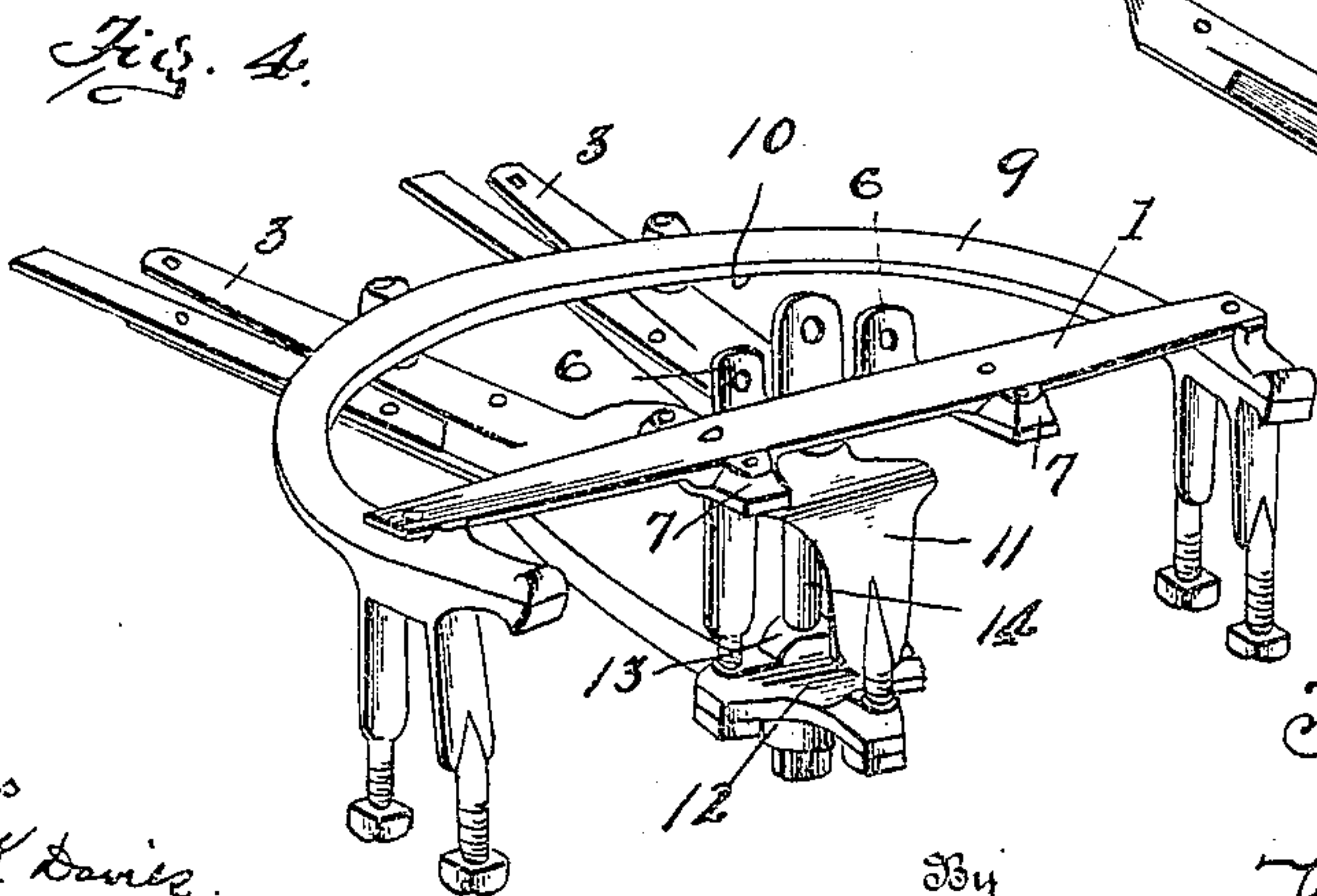
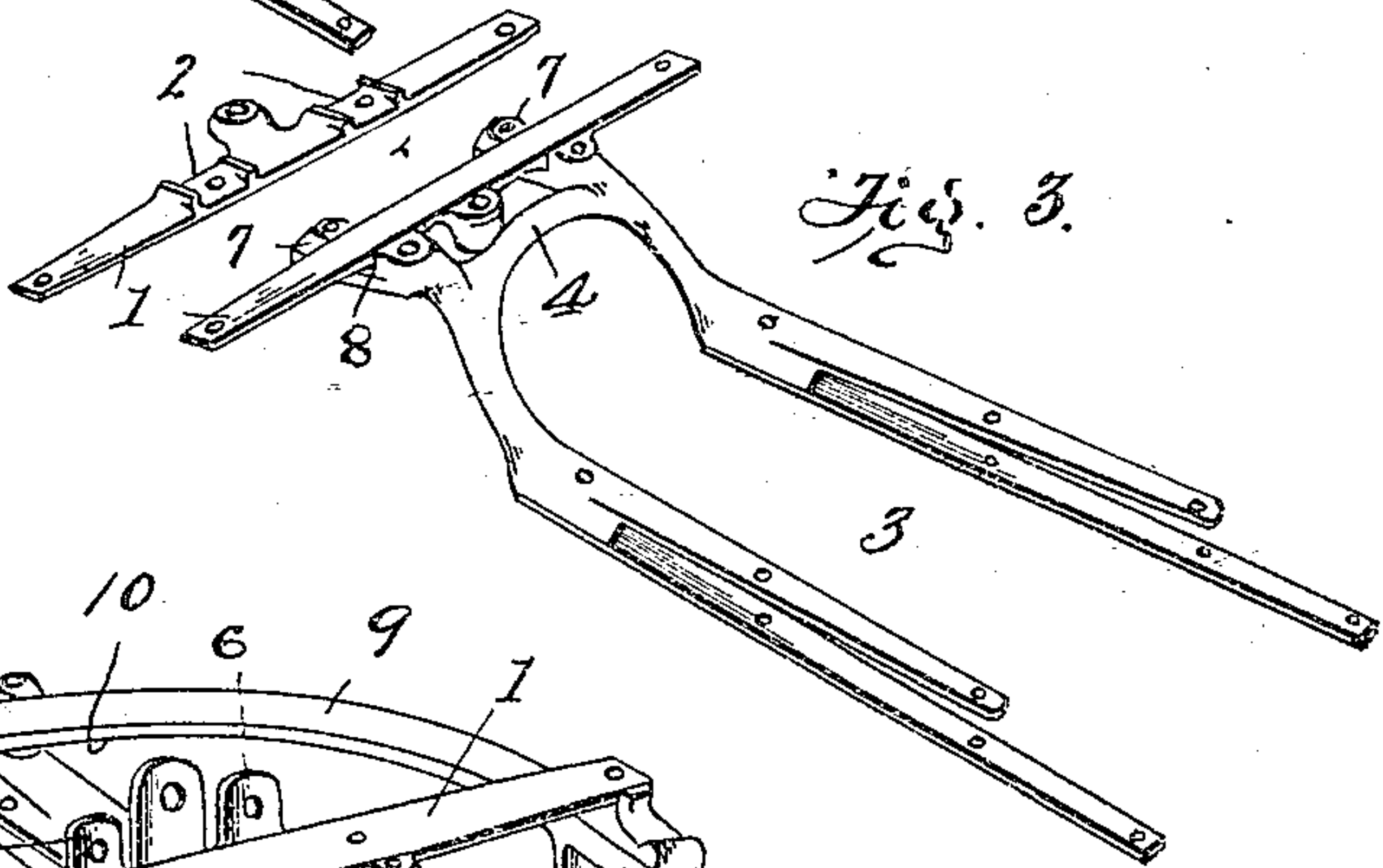
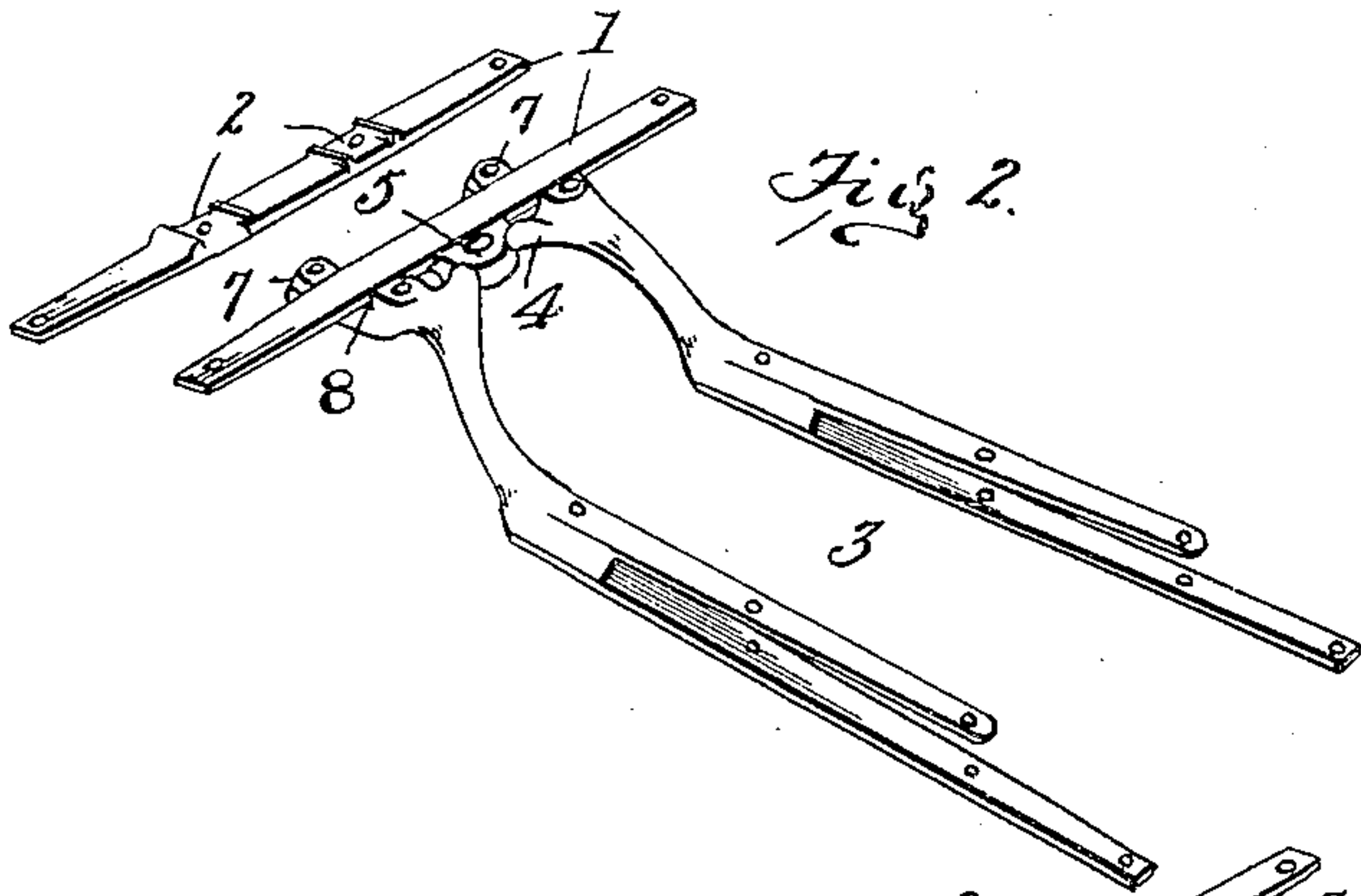
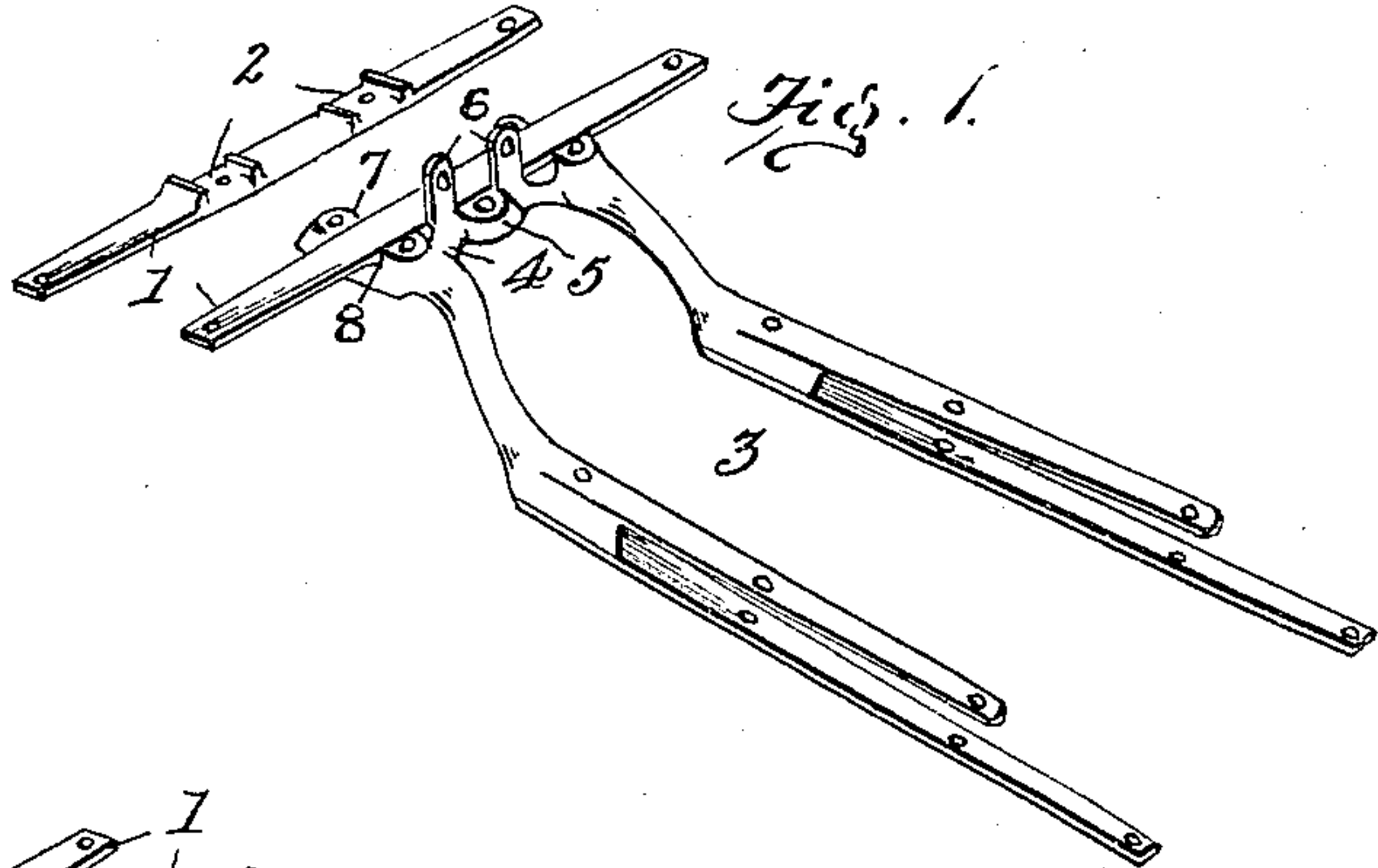


No. 792,484.

PATENTED JUNE 13, 1905.

F. E. WILCOX.  
VEHICLE GEAR.  
APPLICATION FILED JAN. 7, 1905.



Witnesses  
Chas. H. Davis.  
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By

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Attorney



# UNITED STATES PATENT OFFICE.

FRANK E. WILCOX, OF MECHANICSBURG, PENNSYLVANIA.

## VEHICLE-GEAR.

SPECIFICATION forming part of Letters Patent No. 792,484, dated June 13, 1905.

Application filed January 7, 1905. Serial No. 240,046.

*To all whom it may concern:*

Be it known that I, FRANK E. WILCOX, a citizen of the United States, residing at Mechanicsburg, in the county of Cumberland and State of Pennsylvania, have invented new and useful Improvements in Vehicle-Gears, of which the following is a specification.

My invention relates to vehicle-gears, and in particular to the reach or perch irons thereof, the object being the provision of certain improvements in connection with the gear shown in my Letters Patent No. 766,307, of August 2, 1904, whereby the perch-irons will be retained in their relative positions, the action of assembling the several parts of the gear be facilitated, and the union of the several elements be rendered more rigid and secure.

My invention consists in certain novelties of construction and combinations of parts, as hereinafter set forth and claimed.

The accompanying drawings illustrate three examples of the physical embodiment of my improvements constructed according to the best modes I have so far devised for the practical application of the principle.

Figure 1 is a view in perspective of the perch-irons, with the head-block plate in position, also showing the head-block plate removed and reversed. Fig. 2 is a view similar to Fig. 1, but with the lugs for the attachment of the perch-irons to the head-block omitted. Fig. 3 shows a view similar to Fig. 1, but with the king-bolt lug integral with the head-block plate. Fig. 4 is a view of the main parts of the gear assembled, the particular form of the perch-irons of Fig. 1 being shown in the combination.

Referring to the several figures, the numeral 1 designates the head-block plate; 2, the seats in the same, which engage seats in the ends of the reach-irons; 3, the perch-irons; 4, a bar integral with the perch-irons and located directly in the rear of the head-block plate; 5 in Figs. 1 and 2, the perforated king-bolt lug made integral with the cross-bar; 6 in Figs. 1 and 4, two perforated and vertically-disposed lugs, one at each side of the king-bolt lug and adapted to be secured to the head-block; 7, the front ends of the perch-

irons; 8, seats in the front ends of the perch-irons, which match the seats in the head-block plate; 9, the upper fifth-wheel member; 10, the lower fifth-wheel member; 11, the three-pronged king-bolt and axle-clip; 12, the axle-yoke; 13, a perforated lug at the rear of the axle-yoke, through which perforation the king-bolt passes, and 14 is the king-bolt, having a flattened and perforated upper end, as shown, whereby it may be secured to the head-block at the rear of the head-block plate.

From the foregoing description, taken in connection with the drawings, it will be seen that the perch-irons are united by a bar located at the rear of the head-block plate and that the bar holds the two irons in relatively fixed positions, whereby both may be handled together and the action of assembling the parts be facilitated, also that the said bar renders the assembled gear stronger and more rigid, so that should a clip which unites a perch-iron and the head-block and spring become loosened the bar will hold the said perch-iron in place.

In Figs. 1 and 2 the perforated king-bolt lug is integral with the cross-bar; but in Fig. 3 it is integral with the head-block plate.

The preferred form is shown in Figs. 1 and 4, where perforated lugs are provided for uniting the bar to the head-block. Each of the three species I intend to embrace within the scope of the claims.

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

1. The combination in a vehicle-gear, of the perch-irons 3, 3, united by the cross-bar 4 which bar is located at the rear of the front ends of the perch-irons and provided with two perforated vertical lugs 6, 6; and the removable head-block plate located in front of the bar 4 and adapted to support the head-block in front of the lugs 6, 6; in substance as set forth.

2. The combination in a vehicle-gear, of the perch-irons united by the bar 4; a removable head-block plate located in front of the bar 4 and engaging the ends of the perch-irons, said head-block plate having a perforated lug at its rear edge; the axle-clip located centrally and beneath the head-block plate; the perfo-

rated axle-yoke having the perforated lug 13 at its rear; and a king-bolt uniting the head-block plate and the axle-yoke, the said king-bolt being passed through the perforated lugs;  
5 in substance as set forth.

3. The combination in a vehicle-gear, of the perch-irons united by the bar 4; the head-block plate located in front of the bar 4 and engaging the ends of the perch-irons; the axle-clip located centrally and beneath the head-

block plate; the perforated axle-yoke having the perforated lug 13 at its rear; and a king-bolt uniting the parts.

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

FRANK E. WILCOX.

Witnesses:

J. F. BRICKER,

F. R. PECKMAN.