

No. 803,949.

PATENTED NOV. 7, 1905.

F. E. WILCOX.
VEHICLE GEAR.

APPLICATION FILED JULY 10, 1905.

2 SHEETS—SHEET 1.

FIG. 1.

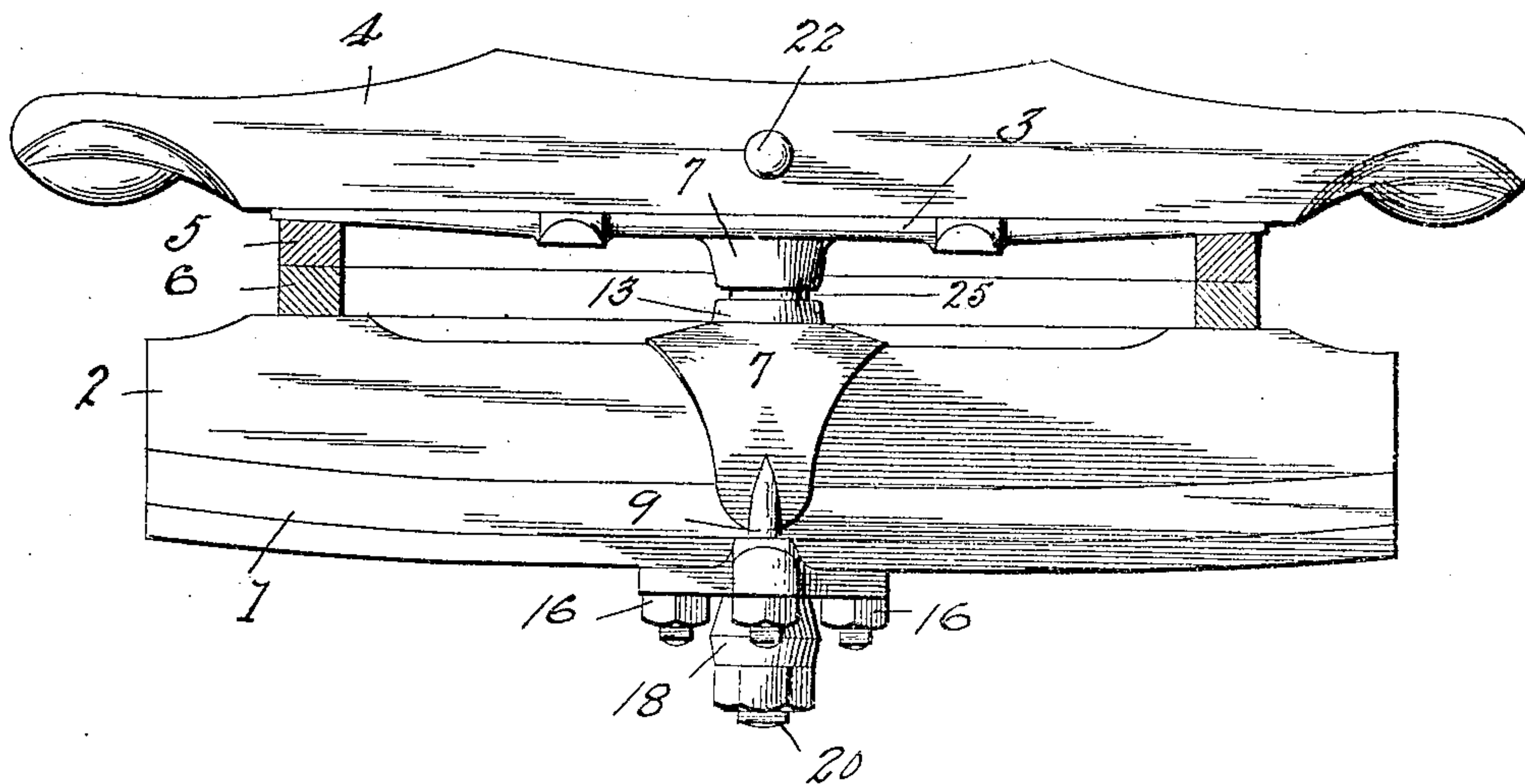
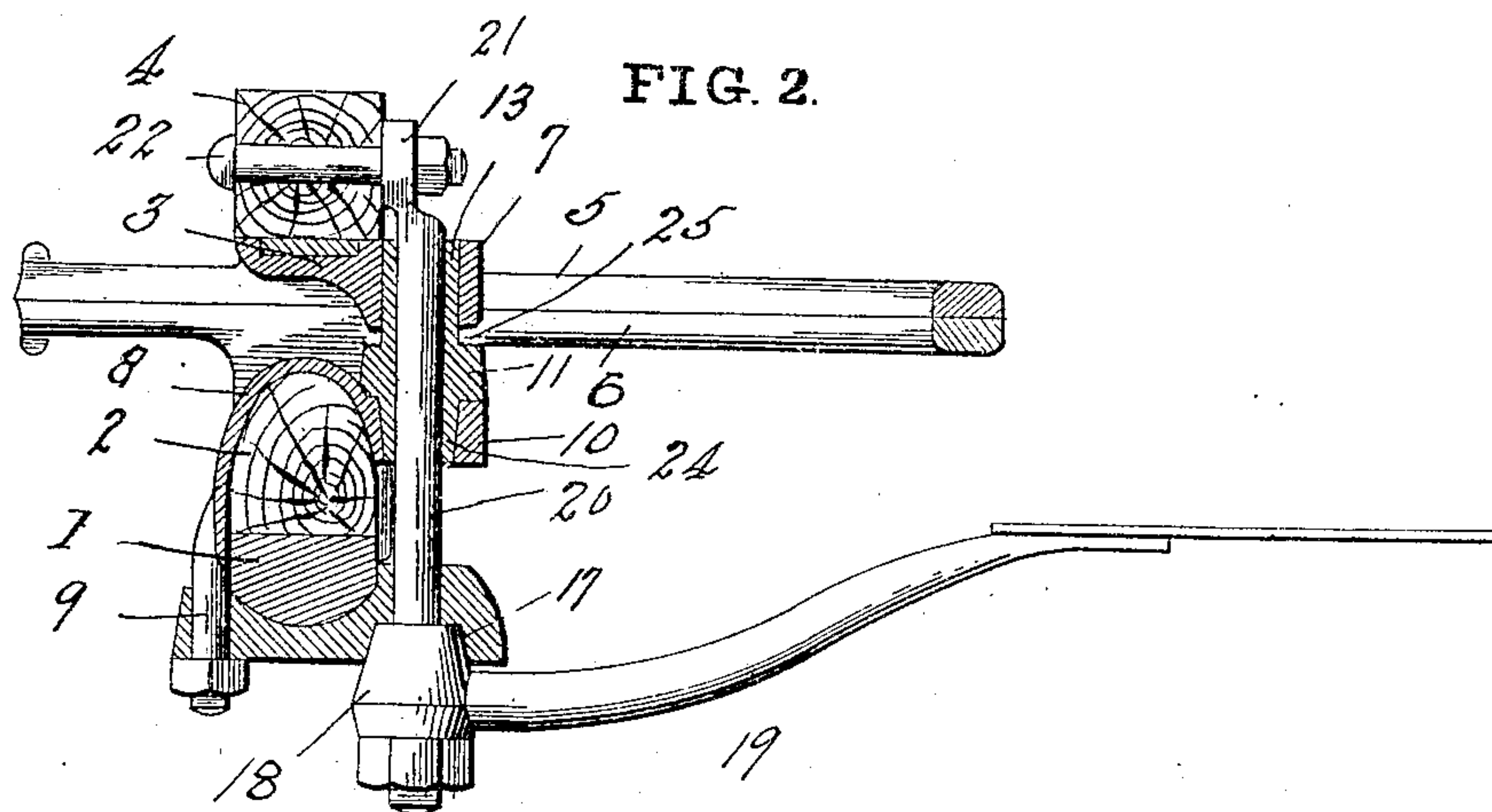


FIG. 2.



No. 803,949.

PATENTED NOV. 7, 1905.

F. E. WILCOX.
VEHICLE GEAR.

APPLICATION FILED JULY 10, 1905.

2 SHEETS—SHEET 2.

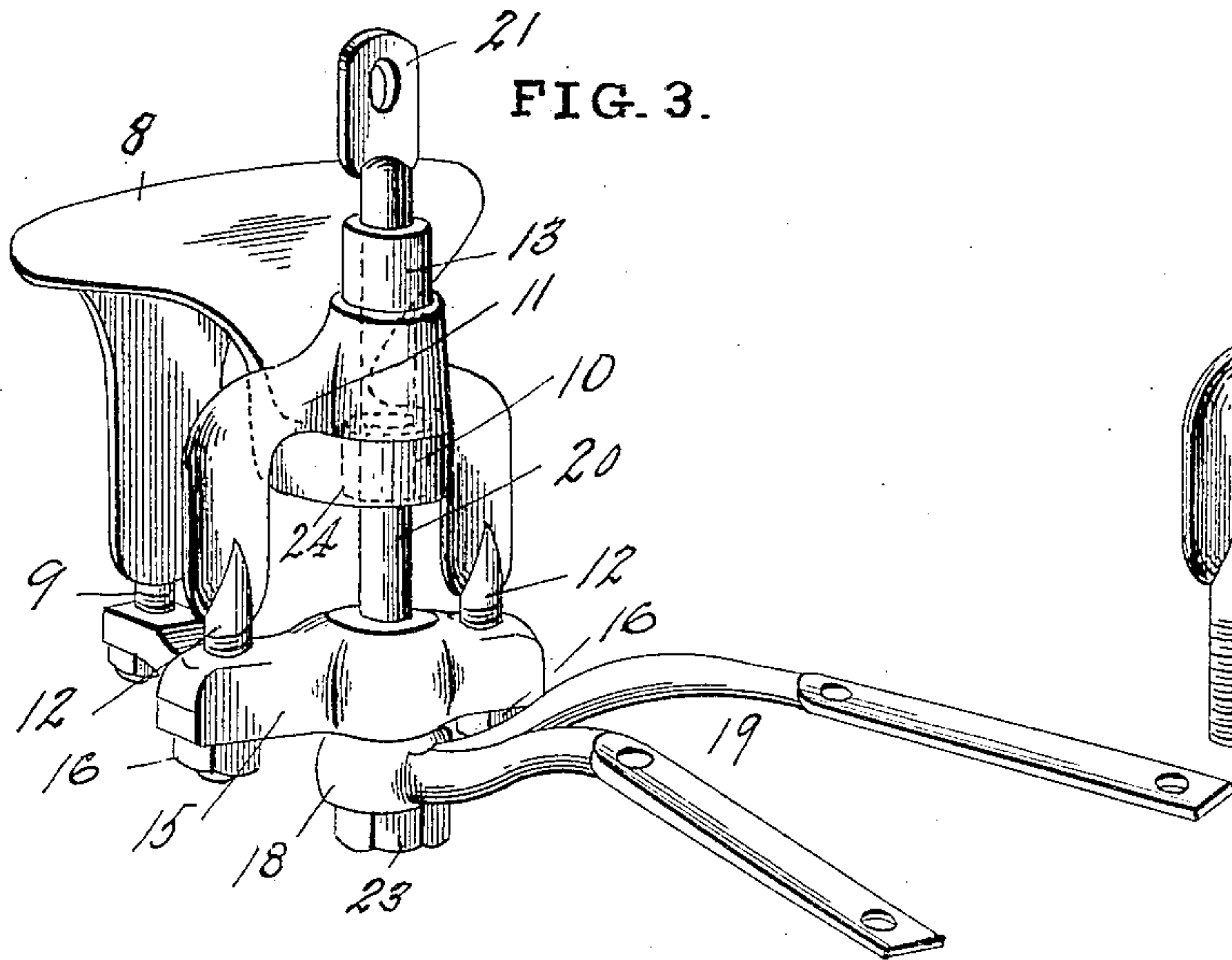


FIG. 6.

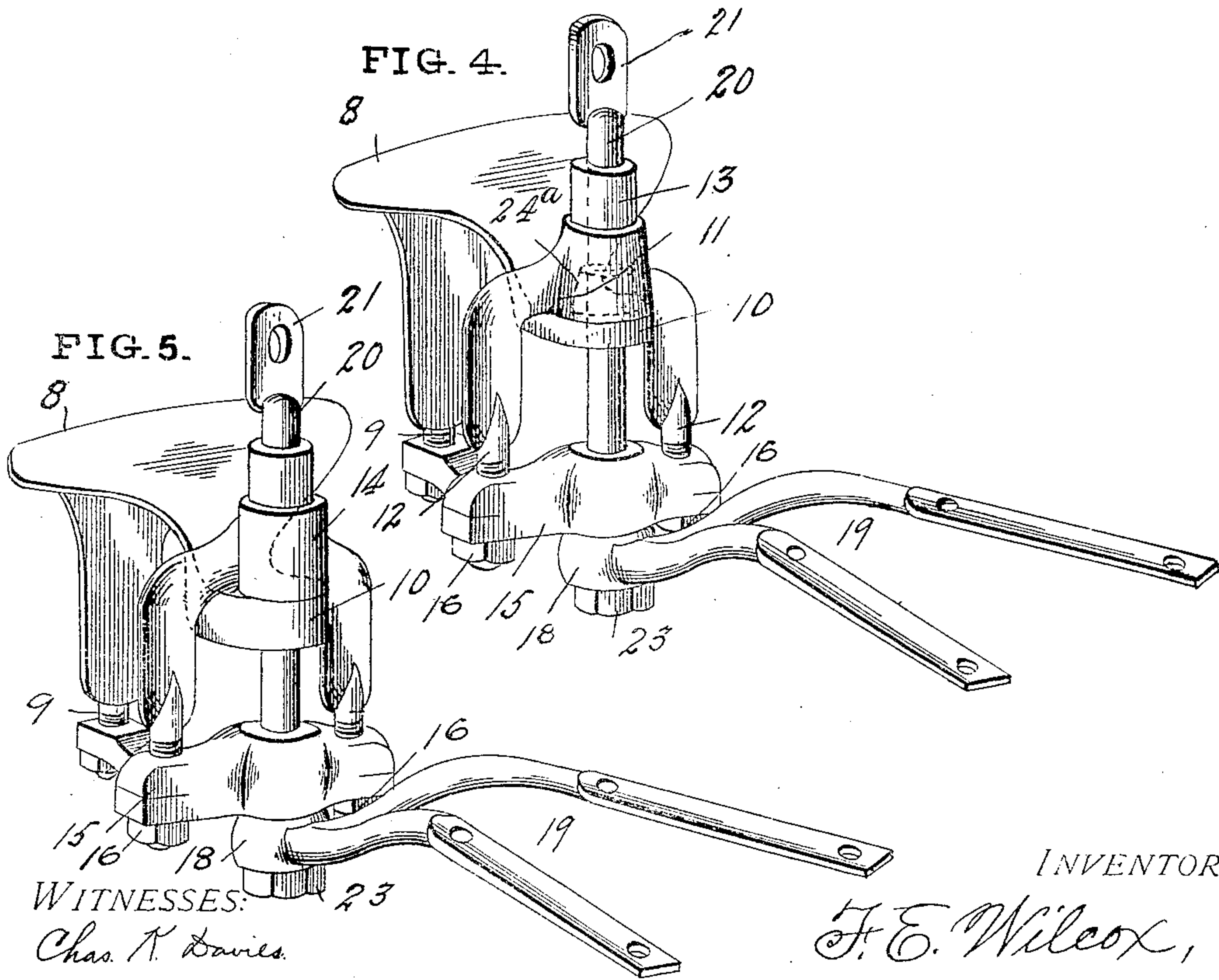
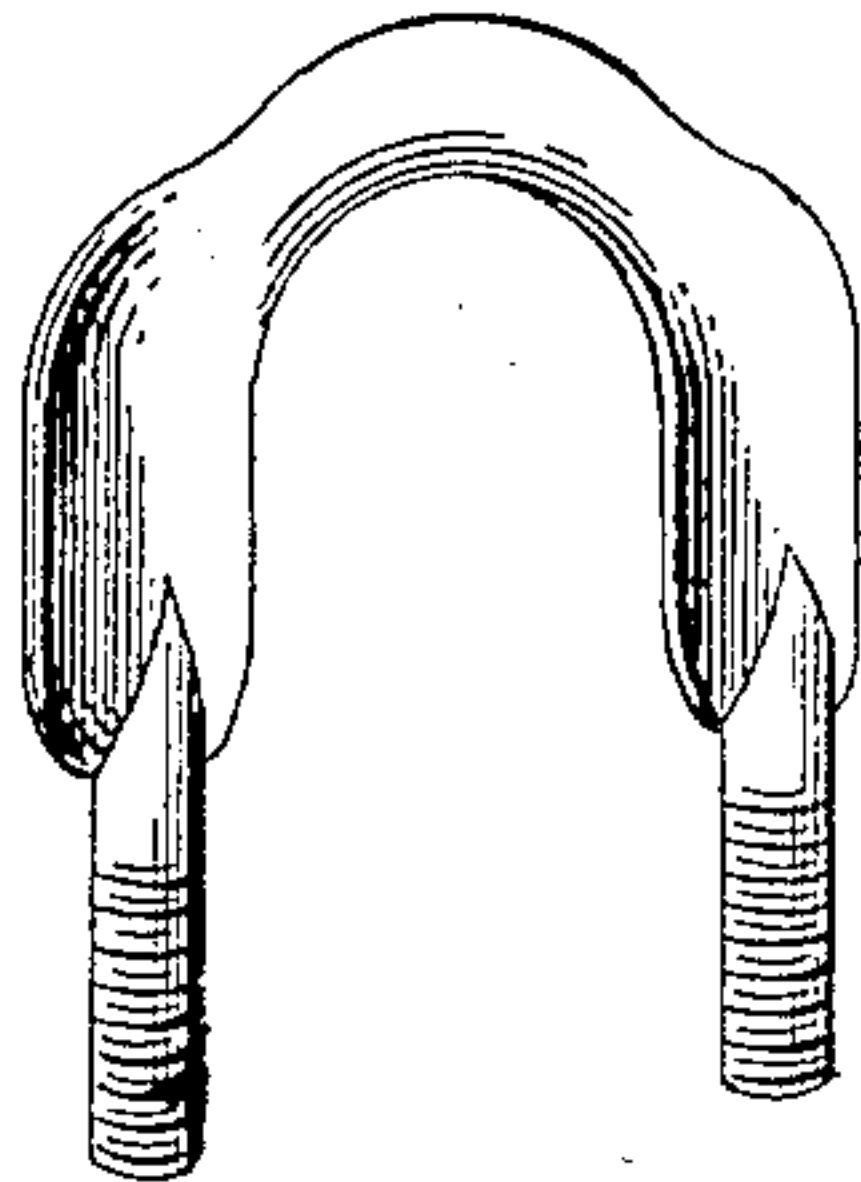
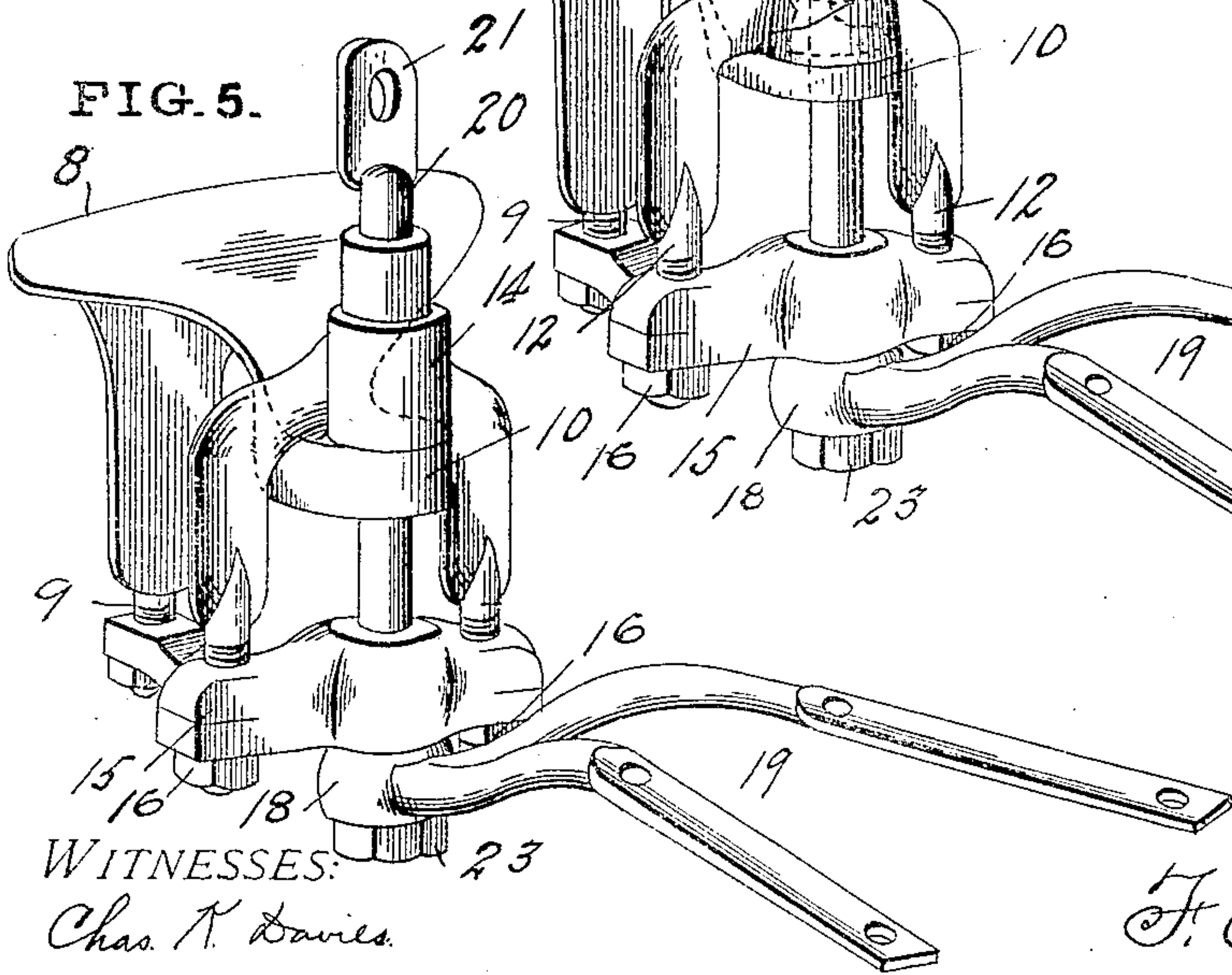


FIG. 5.



WITNESSES:

Chas. K. Davies.

E. H. Bond

INVENTOR

F. E. Wilcox,

By

F. E. Stebbins,
Attorney

UNITED STATES PATENT OFFICE.

FRANK E. WILCOX, OF MECHANICSBURG, PENNSYLVANIA.

VEHICLE-GEAR.

No. 803,949.

Specification of Letters Patent.

Patented Nov. 7, 1905.

Application filed July 10, 1905. Serial No. 268,981.

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.

This invention relates to vehicle-gears and in particular to the clip which embraces the axle and axle-bed and also serves to retain the king-bolt in position. Heretofore the main portion of the clip has been made in one or in three parts or pieces.

The object of the present invention is the production of a clip comprised, apart from the axle-yoke, of two parts which interlock and which are provided with three prongs to engage the axle-yoke.

The invention consists in certain novelties of construction and combinations of parts hereinafter set forth and claimed.

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

Figure 1 is a front view in elevation of an axle, axle-bed, clip, head-block plate, head-block, and fifth-wheel circles, the clip, in combination with the other elements, embodying my present improvements. Fig. 2 is a cross-section of Fig. 1 on the line of the king-bolt. Fig. 3 is a perspective view of the clip shown in Figs. 1 and 2 removed from the axle and other parts of the gear. Fig. 4 is a perspective view of a second example of the clip. Figs. 5 and 6 illustrate a third species of the clip.

Referring to the several figures, the numeral 1 designates the axle; 2, the axle-bed; 3, the head-block plate; 4, the head-block; 5, the upper fifth-wheel circle; 6, the lower fifth-wheel circle; 7, a perforated lug at the rear edge of the head-block plate; 8, the main body portion of the clip, which is adapted to fit over the top of the axle-bed; 9, the front threaded prong made integral with the main portion; 10, a perforated lug at the rear of the main portion; 11, the removable or detachable rear part of the clip, said rear part being \square -shaped and at its center engaging the lug 10 of the main portion; 12, the threaded prongs of the rear part; 13, in Figs. 1, 2, 3, and 4, the perforated head of the main part of the clip, which engages the perforation in the head-block-plate lug; 14, in Fig. 5, the

perforated head made integral with the perforated lug 10 of the main portion; 15, the axle-yoke having holes for the passage of the threaded prongs of the clip and the king-bolt; 16, nuts on the prongs; 17, a recess in the axle-yoke to receive the end of the perforated brace-head; 18, the brace-head; 19, the brace; 20, the king-bolt; 21, the perforated head of the king-bolt; 22, the bolt which secures the head of the king-bolt to the head-block, and 23 is the nut upon the end of the king-bolt.

In Figs. 1, 2, and 3 the head of the rear part of the clip is provided with a downwardly-projecting perforated lug or portion 24, which is seated within the perforation in the lug 10 at the rear of the main portion of the clip and interlocks therewith.

In Fig. 4 the lug 24^a is made integral with the lug 10 and is seated in the head 13 of the rear part of the clip, as clearly shown by dotted lines.

In Figs. 5 and 6 the rear part of the clip is formed without any head and is seated back of the head 14, which latter is integral with the lug 10, as shown.

In each of the three species of the clip the \square -shaped rear part interlocks with the lug 10 of the main portion, and when the nuts upon the rear prongs are turned the axle and axle-bed will be firmly gripped by the clip.

In some instances it may be desirable so to proportion the parts of the gear that an open space 25, (see Fig. 2,) will be present between the head of the rear part of the clip and the perforated lug at the rear edge of the head-block plate, as such construction will allow the upper and lower fifth-wheel circles to come into frictional contact under all conditions when assembling the parts of the gear.

From the foregoing description it becomes obvious that I have produced an improved clip designed for use with the other elements of the gear, which may easily be applied to and removed from the axle and axle-bed and which is adapted to well perform the requisite functions.

What I claim is—

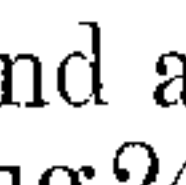
1. The herein-described clip comprising a main body portion having a threaded prong, and a detachable rear part provided with two threaded prongs.

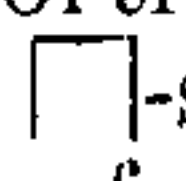
2. A vehicle-clip comprising a main body portion having a threaded prong, and a detachable \square -shaped rear part having two threaded prongs.

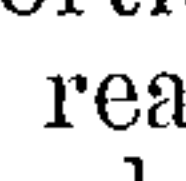
3. A vehicle-clip comprising a main body

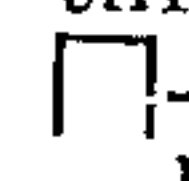
portion with a threaded prong, and a rear part with two threaded prongs; said rear part interlocking with the main body portion.

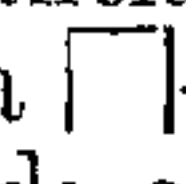
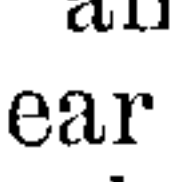
4. A vehicle-clip comprising a main body
5 portion with a threaded prong and a perforated lug, and a detachable rear part with a perforated head and prongs.

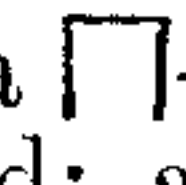
5. A vehicle-clip comprising a main body
10 portion having a prong and perforated lug, and a -shaped rear part with a perforated lug 24 engaging the perforated lug of the main portion and interlocking.

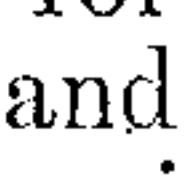
6. A vehicle-clip comprising a main body
15 portion with a prong and perforated lug, and a -shaped rear part having prongs and a perforated head.

7. A vehicle-clip comprising a main body
20 portion with a prong and a perforated lug, and a rear -shaped part having a perforated head and prongs, and interlocking with the main body portion.

8. The combination in a vehicle-gear, of a clip comprising a main body portion with a threaded prong and perforated lug; a rear
25 -shaped part with two threaded prongs; an axle-yoke to receive the prongs and king-bolt; a head-block plate with a perforated lug; and a king-bolt.

9. The combination in a vehicle-gear constructed substantially as set forth, of a clip 30 provided with a -shaped rear part having a perforated head; a head-block plate with a perforated lug; and a king-bolt; the head of the -shaped rear part interlocking with the head-block-plate lug. 35

10. The combination in a vehicle-gear, constructed substantially as set forth, of a clip provided with a -shaped rear part having a perforated head; a head-block plate with a perforated lug; and a king-bolt. 40

11. The combination in a vehicle-gear, constructed substantially as set forth, of a clip having a main body portion and a -shaped rear part interlocking therewith; an axle-yoke; a head-block plate with a perforated 45 lug; and a king-bolt; an open space being present between the head-block-plate lug and the clip when the gear is assembled, for the purpose specified.

In testimony whereof I affix my signature in 50 presence of two witnesses.

FRANK E. WILCOX.

Witnesses:

F. R. PECKMAN,
J. F. BRICKER.