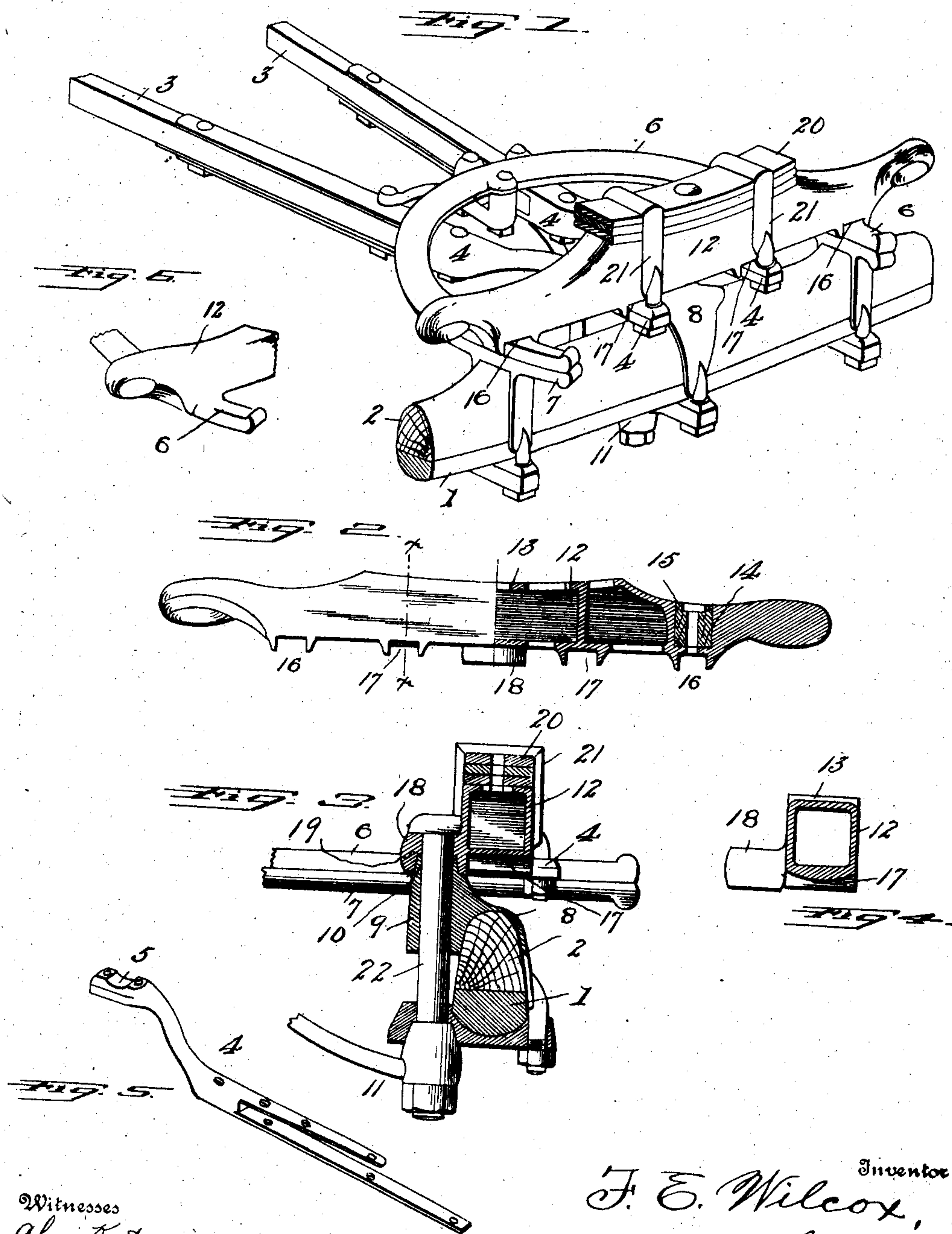


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PATENTED NOV. 6, 1906.

F. E. WILCOX.
VEHICLE GEAR.

APPLICATION FILED FEB. 23, 1906.



Witnesses
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UNITED STATES PATENT OFFICE.

FRANK E. WILCOX, OF MECHANICSBURG, PENNSYLVANIA.

VEHICLE-GEAR.

No. 834,956.

Specification of Letters Patent.

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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.

The object of my invention is to simplify the ordinary vehicle-gear, wherein a separate metallic head-block plate and wooden head-block are used, by substituting for the said plate and block a cored-out malleable iron or steel element which shall be adapted to perform the functions of the plate and head-block and which, moreover, shall be of light weight, of ample strength, and not more costly than the two elements usually employed.

With this end in view my invention consists in a metallic head-block, preferably cored out to secure lightness of weight, provided with a concave seat for a spring, seats at its lower surface for the reception of the ends of the upper fifth-wheel member and for the ends of the perch-irons, and with a perforated lug at the rear for the passage of the king-bolt.

It further consists in certain novelties of construction and combinations of parts hereinafter set forth and claimed.

The accompanying drawings illustrate an example of the physical embodiment of the invention constructed according to the best mode I have so far devised for the practical application of the principle.

Figure 1 is a perspective view of the gear with the parts assembled. Fig. 2 shows the metallic head-block removed from the gear and with one-half thereof in vertical section. Fig. 3 is a vertical section of Fig. 1 on the line $x x$ of Fig. 2, showing the curved seat for the end of a reach-iron. Fig. 5 is a view of one of the reach-irons. Fig. 6 shows one end of the metallic head-block and the upper fifth-wheel member made integral.

Referring to the several figures, the numeral 1 designates the axle; 2, the axle-bed; 3, the reaches; 4, the reach-irons with perforations at the ends; 5, concave seats at the ends of the reach-irons; 6, the upper fifth-wheel member; 7, the lower fifth-wheel member; 8, the three-pronged clip of a well-known construction; 9, the perforated lug at the rear of the clip; 10, a conical projection at the

top of the lug; 11, the brace and brace-head; 12, the malleable iron or steel head-block, made hollow, substantially as shown; 13, the concave seat for a spring; 14, cored holes at the ends of the block; 15, cushions of wood or other suitable material, within the holes and which are perforated for the passage of bolts which unite the ends of the upper fifth-wheel member and the block; 16, seats with lips for the ends of the upper fifth-wheel member; 17, the convex seats with lips for the reception of the ends of the perch-irons; 18, the perforated lug at the rear of the block; 19, a seat for the upper end of the lug at the rear of the three-pronged clip; 20, the leaves of a spring; 21, clips which unite the reach-irons and spring to the block, and 22 is the king-bolt.

At the top surface of the head-block are a series of holes, and that one at the center is angular in shape to receive the head of a bolt when a bolt is employed to unite the leaves of the spring.

It will be observed that the head-block is cored out, so as to secure lightness in weight, that the seats for the ends of the reach-irons and ends of the upper fifth-wheel member are formed in the lower surface of the block itself, and that the perforated lug for the king-bolt is integral with the metallic block.

From the drawings and description it becomes obvious that I have simplified and improved the ordinary vehicle-gear and that as constructed and combined it fulfils the purpose set forth as the object of my invention.

What I claim is—

1. A hollow metallic head-block for a vehicle-gear provided with seats with lips at its lower end surfaces for the reception of the ends of an upper fifth-wheel member.

2. A hollow metallic head-block for a vehicle-gear provided with a rear integral, perforated lug for a king-bolt, and with seats at the lower surface thereof each side of the lug for the reception of the ends of the reach-irons.

3. A hollow metallic head-block for a vehicle-gear provided with a rear king-bolt lug, seats each side of the lug and at the lower surface thereof for the ends of the reach-irons, and a concave seat at the top surface for a spring.

4. The combination with a hollow metallic head-block having holes at the ends, a curved seat for a spring, and seats at its lower surface, of an upper fifth-wheel member, reach-

irons, a spring, and clips which embrace the spring and block and have their ends passed through holes in the ends of the reach-irons, in substance as set forth.

- 5 5. The combination with a hollow metallic head-block having a top seat for a spring and seats at its lower surface, of reach-irons perforated at the ends, a spring, and two clips; the clips embracing the spring and head-

block and having their ends passed through the perforation in the ends of the reach-irons and secured in place.

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

FRANK E. WILCOX.

Witnesses:

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