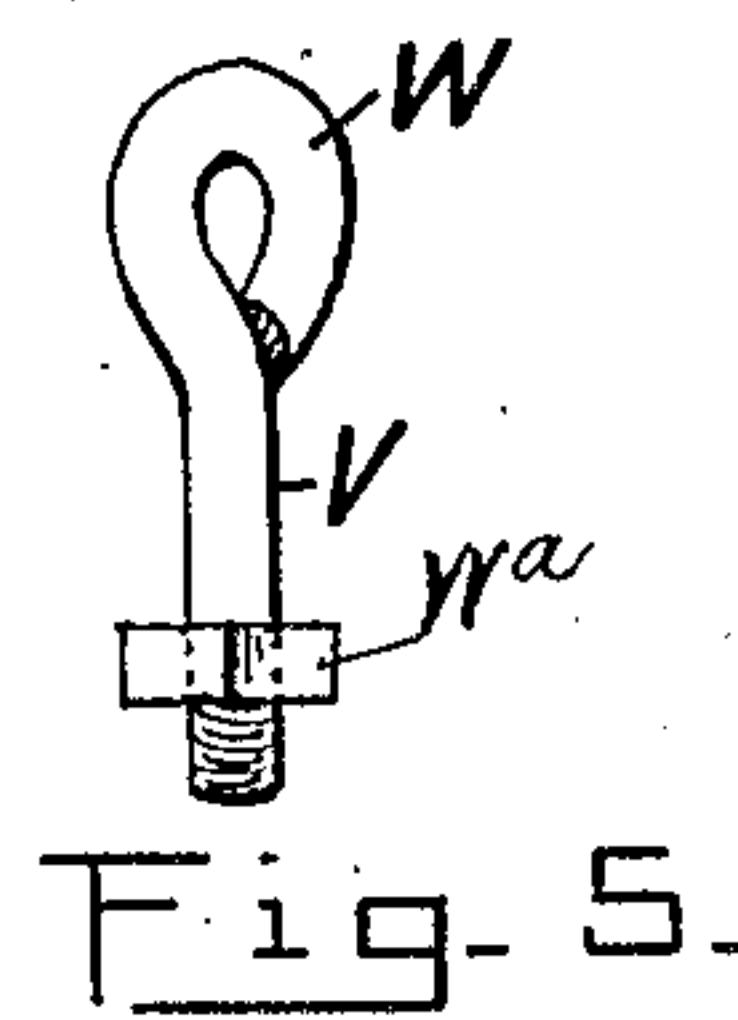
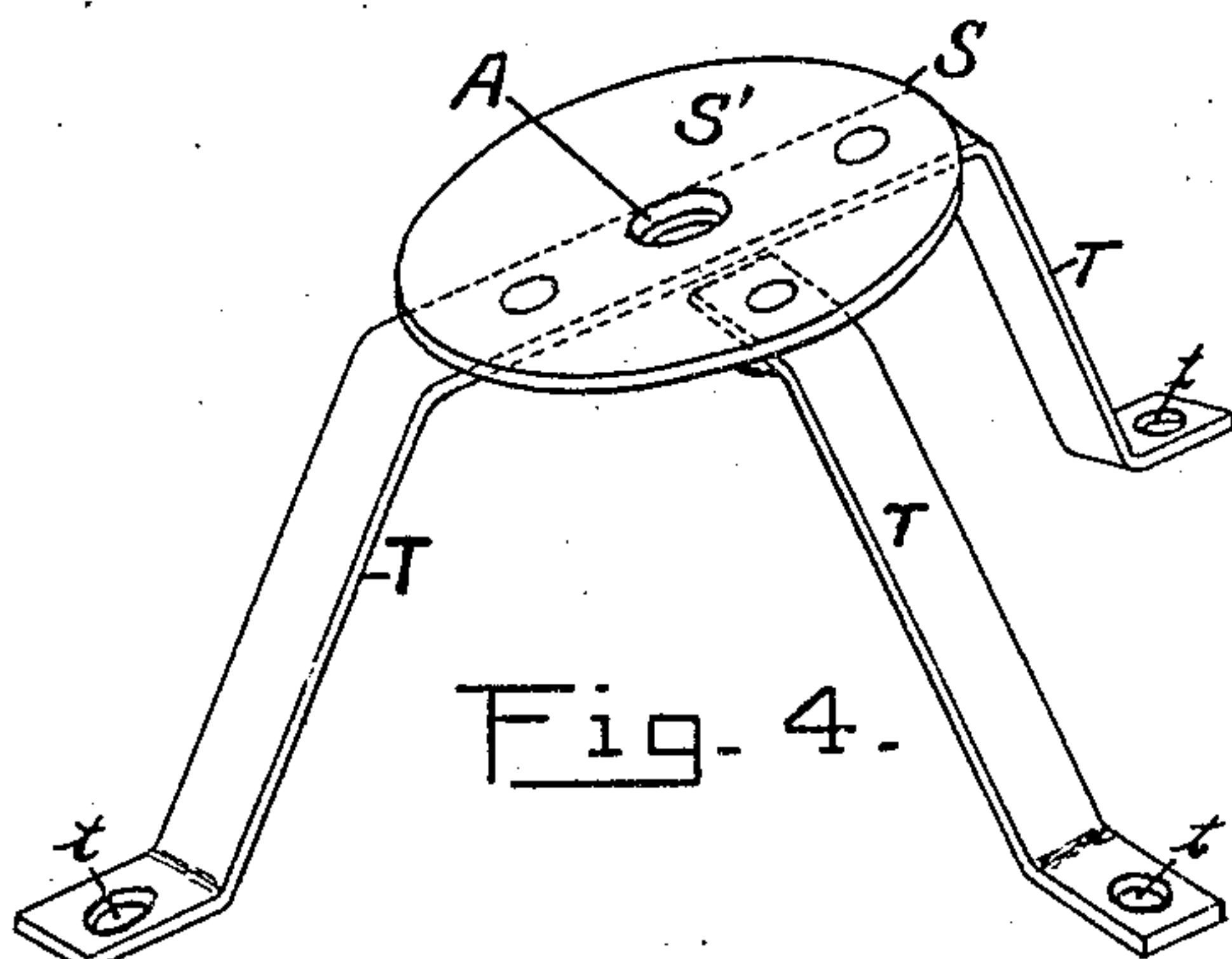
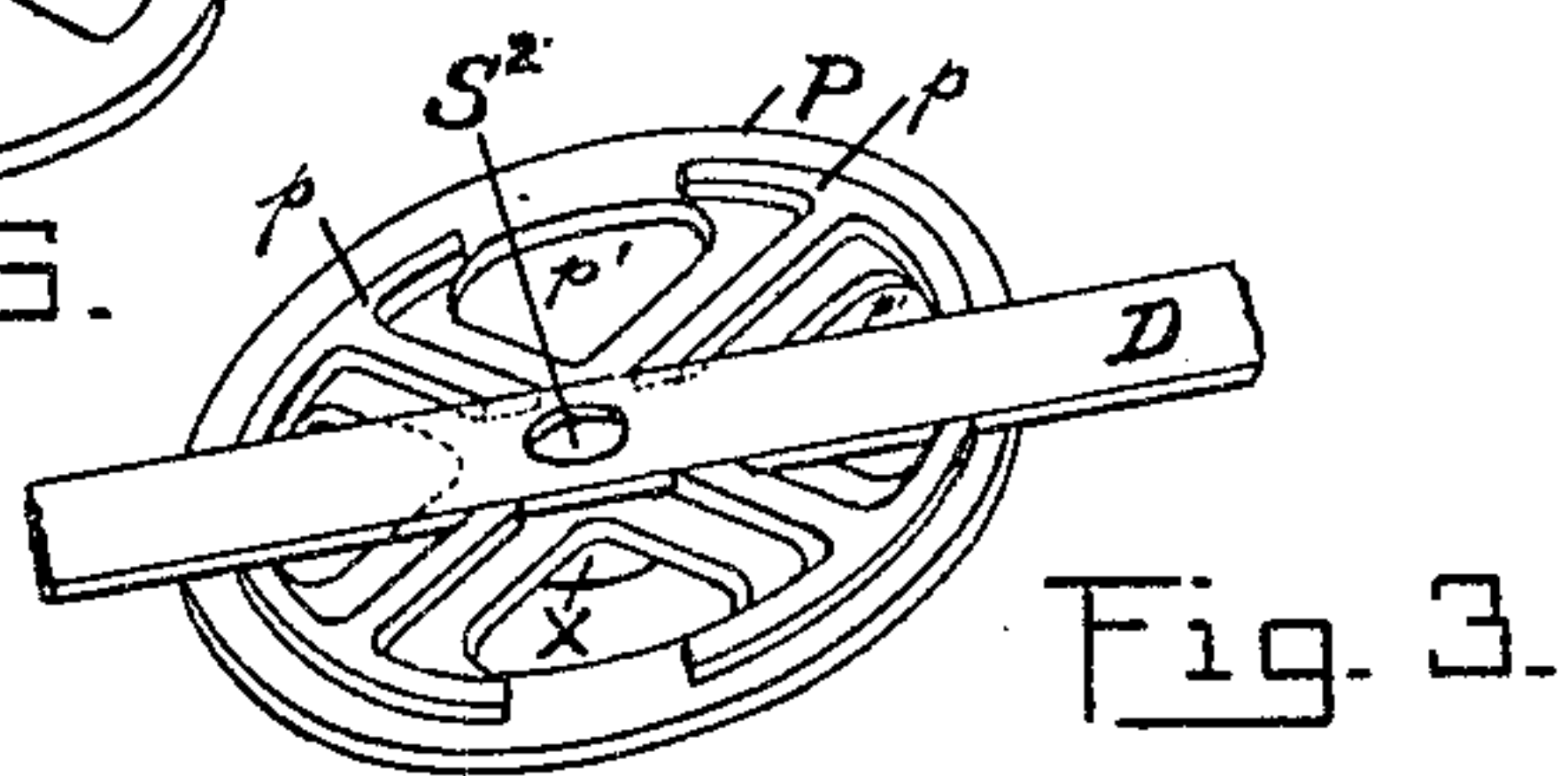
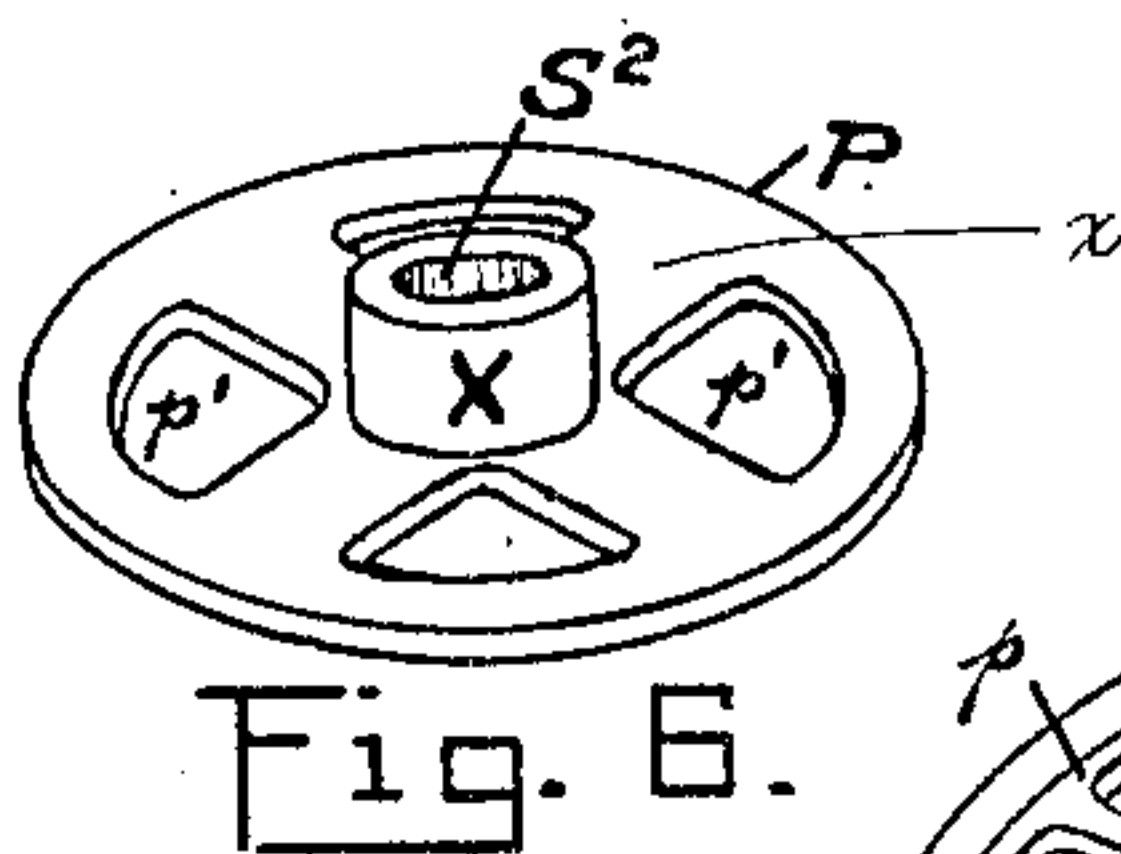
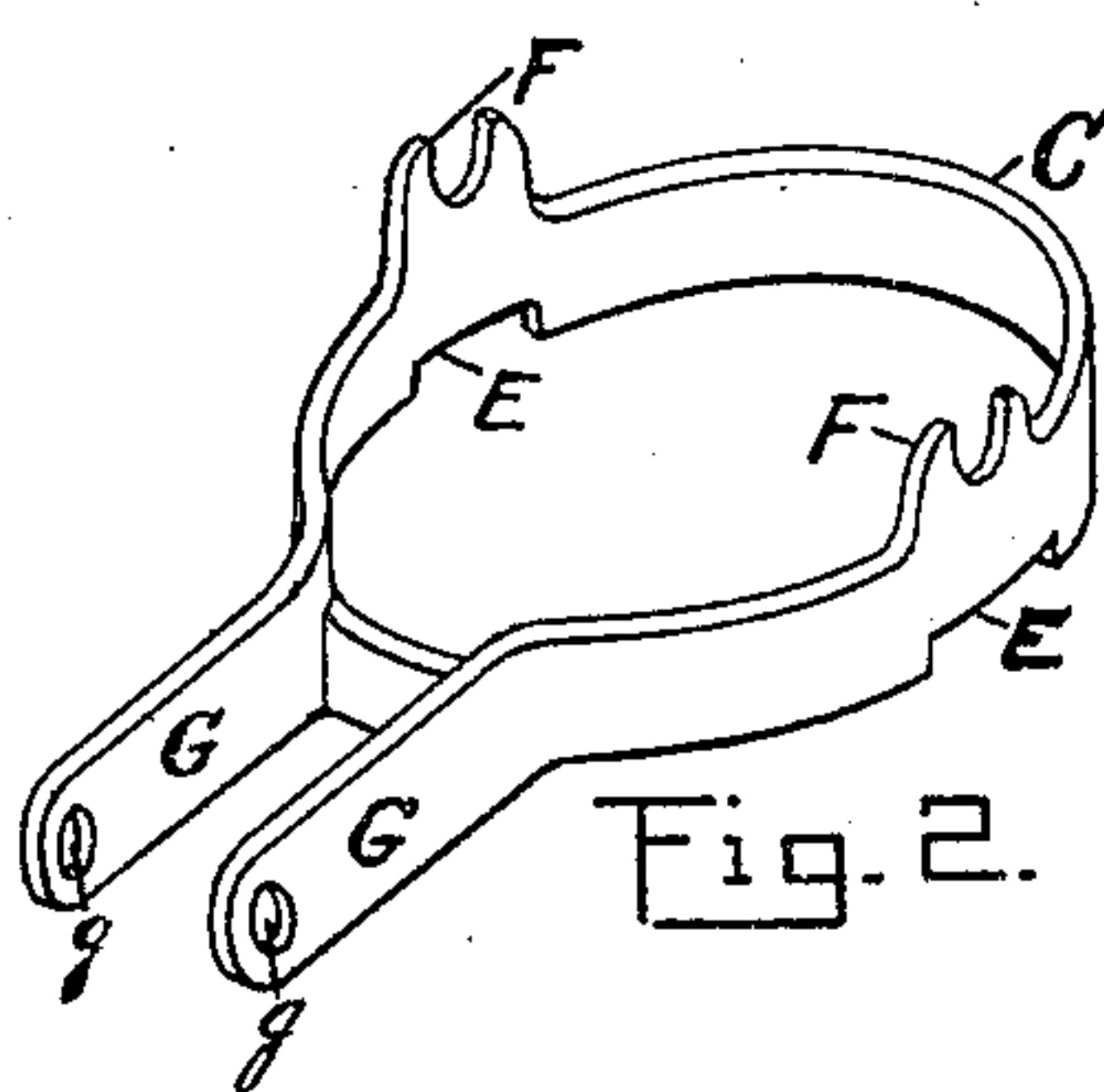
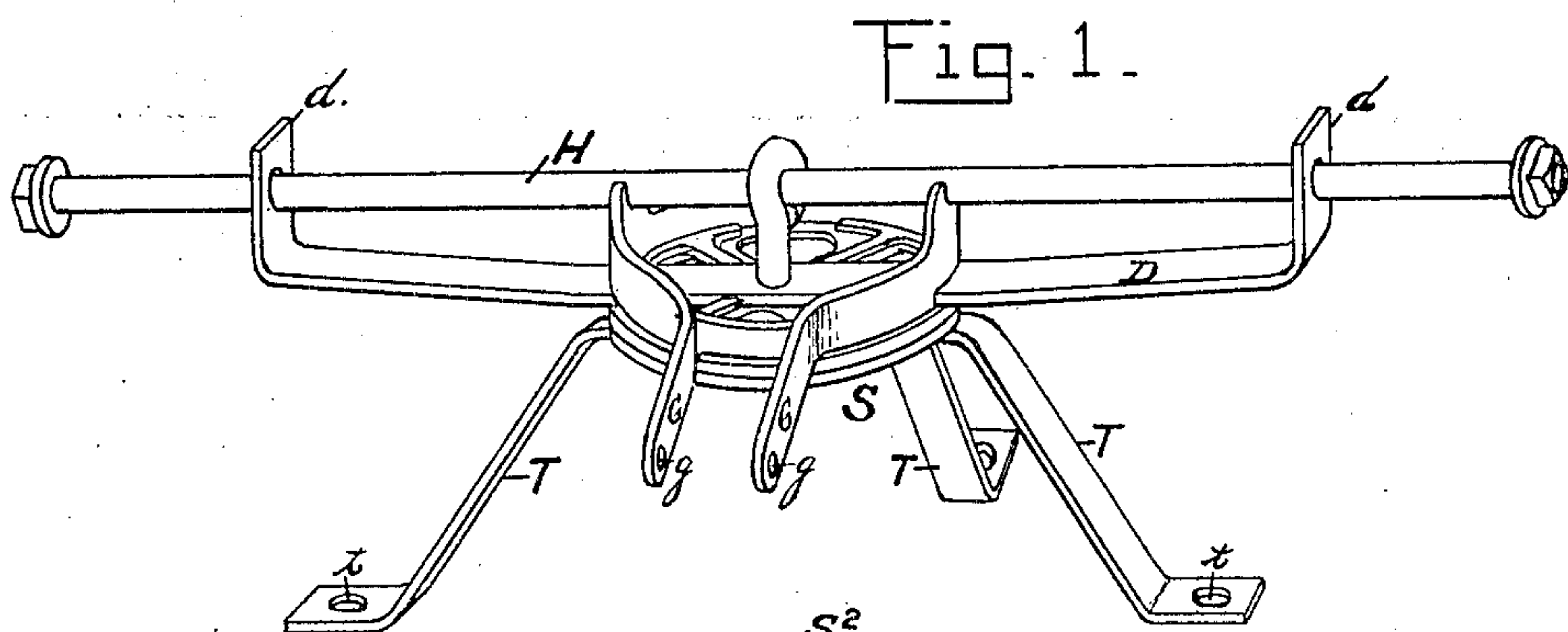


No. 849,652.

PATENTED APR. 9, 1907.

G. E. BABCOCK.  
FRONT AXLE CONSTRUCTION.  
APPLICATION FILED FEB. 10, 1906.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

GEORGE E. BABCOCK OF FORT PLAIN, NEW YORK, ASSIGNOR OF ONE-THIRD  
TO CHARLES L. WICK, AND ONE-THIRD TO ROBERT E. WICK, OF FORT  
PLAIN, NEW YORK.

## FRONT-AXLE CONSTRUCTION.

No. 849,652.

Specification of Letters Patent.

Patented April 9, 1907.

Application filed February 10, 1906. Serial No. 300,372.

*To all whom it may concern:*

Be it known that I, GEORGE E. BABCOCK, a citizen of the United States, residing at Fort Plain, in the county of Montgomery and State of New York, have invented certain new and useful Improvements in Front-Axle Constructions for Children's Play-Wagons, of which the following is a specification.

My invention relates to front-axle construction, and particularly to an improved form of fifth-wheel adapted for use on a child's play-wagon; and the object of my invention is to provide a means for supporting the body of the wagon directly upon the axle-shaft and at the same time supporting the axle-shaft by means of braces, so as to distribute the weight along the length of the axle, and so adjusted and connected up that the movement of the fifth-wheel may be made without in any way loosening the king-bolt, permitting wear on the connection of the king-bolt with the axle, or causing a strain upon the wagon-box, together with such elements and combinations as are hereinafter more particularly specified and claimed. I accomplish these objects by means of the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is an inverted perspective view. Fig. 2 is a perspective view of the tongue-support C. Fig. 3 is a perspective view of the fifth-wheel P. Fig. 4 is a perspective view of the fixed plate S and braces T. Fig. 5 is an elevation of the king-bolt V. Fig. 6 is a perspective view of the fifth-wheel P, showing the surface opposite that shown in Fig. 3.

Similar letters refer to similar parts throughout the several views.

For the better illustration of the apparatus I have shown the attachment reversed in the figures.

The fixed plate S, to which are secured the braces T T, is provided with an opening A through the center thereof, through which the king-bolt V and collar X on the fifth-wheel P pass. The braces T T are secured to the bottom of the wagon (not shown) by means of suitable screws or bolts passing through the openings t t at the foot of the braces T T or in any suitable manner.

The face S' of the fixed plate S, which will be the lower face when the braces T are at-

tached to the bottom of the wagon, is smooth, uninterrupted by any projections thereon. In contact with the face S' is the smooth surface x of the fifth-wheel P, (see Fig. 6,) the other face of the fifth-wheel P (see Fig. 3) being provided with the projections p, between which projections p the axle-brace D passes.

It will be noted that the fifth-wheel P is preferably provided with openings p' therethrough, which lessen the weight of the wheel and do not interfere with its efficiency. Projecting from the surface x of the fifth-wheel P, which is provided with a central opening S<sup>2</sup>, is a collar X, surrounding said opening, through which the king-bolt V passes. Engaging with the lower surface when the fifth-wheel P is in contact with the fixed plate S in operative adjustment on the wagon is the tongue-support C, which has on each side thereof a portion cut away at E E to fit upon the axle-brace D, as shown in Figs. 1 and 3, and on the edge of the tongue-support C opposite to that in which the openings E E are made I arrange the bearing F F for the axle-shaft H. This bearing may be made by casting upon the side of the tongue-support the projection having the U-shaped end F or in any suitable manner.

On one side of the tongue-support C, I arrange the projecting lips G G, between which the tongue of the wagon (not shown) is inserted, and by means of a bearing (not shown) passing through the openings g in the lips G it may be secured thereto. The axle-brace D is provided with an opening at or near its center for the passage of the king-bolt V and near its ends is bent to form the portions d d, through which the axle-shaft H passes, as shown in Fig. 1.

The king-bolt V is provided with a loop or eye W, through which the axle-shaft H passes, and is threaded along the shaft near the end opposite said loop for the purpose of allowing a nut W<sup>a</sup> to be screwed thereon when the king-bolt is in position, and when the nut W<sup>a</sup> is screwed thereon the king-bolt is positively secured in contact with the axle-shaft and there is no wear or friction on the eye of the king-bolt caused by the turning of the fifth-wheel.

When the fifth-wheel P is placed upon the fixed plate S, their smooth surfaces together, the collar X projecting through the opening



A, and the axle-brace D is placed upon the fifth-wheel P, between the projections *p* thereon, to prevent the rotary movement of the axle-brace, and the tongue-support C is placed upon the fifth-wheel P, the axle-brace D held in position within the openings E in said tongue-support, and the axle-shaft H, upon which is threaded the king-bolt V, is placed through the openings in the projection *d* of said axle-brace, and the king-bolt V is passed into and through the opening in the center of the axle-brace D, the opening S<sup>2</sup> in the fifth-wheel P, and the opening A in the fixed plate S, and a nut W<sup>a</sup>, secured to the end of the king-bolt, screwed tightly in connection with the said collar X on the fifth-wheel P, then the axle and fifth-wheel attachment are ready to be secured to the bottom of the wagon.

My construction of the attachment of the device to the front axle allows for a ready and easy movement of the front wheels of the wagon to the right or left without any opportunity of binding. There is little or no chance or danger of loosening of any of the parts, the nut on the king-bolt V being in contact with the collar X, which moves with the fifth-wheel, and not in contact with the fixed plate S. All are secured so positively in position that it is almost impossible for them to become disarranged. The king-bolt being secured, by means of the nut, to the collar prevents any wearing taking place between the axle and the eye on the end of the king-bolt. The axle is braced near the wheels by the axle-brace D and again by the tongue-support and at the center by the king-bolt, which encompasses the axle-shaft. There is no opportunity for movement of the axle-brace D, being held between the tongue-support and the plate provided with projections thereon.

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

1. The combination of an axle-shaft; an axle-brace through which said axle-shaft passes: a tongue-support provided with openings through which said axle-brace passes; a fifth-wheel engaging said tongue-support and provided on one face with projections engaging the sides of said brace; and on the other with a collar which passes through the

opening in the fixed plate; a fixed plate carrying braces adapted to be secured to the bottom of a wagon, one face of which contacts with said fifth-wheel; a bolt passing through said plate, brace and tongue-support secured to the axle-shaft; a means for securing said bolt in position, all substantially as described.

2. The combination of a fixed plate; braces connected therewith adapted to be secured to the bottom of a play-wagon; a fifth-wheel adapted to rotate in connection with the face of said fixed plate; an axle-brace provided with projections near each end; a tongue-support; an axle-shaft; a king-bolt; said king-bolt encompassing said axle-shaft and passing through said axle-brace, each of said plates secured positively in connection therewith, all substantially as described.

3. The combination of a tongue-support; means for securing the tongue of a play-wagon thereto, on one edge of said tongue-support a bearing for the axle-shaft, the opposite edge of said tongue-support having an opening for the axle-brace; a fifth-wheel; projections thereon, between which projections said axle-brace may be placed; a collar on said fifth-wheel; a fixed plate in contact with which said fifth-wheel is placed, and through an opening in which said collar projects; a series of braces attached to said fixed plate, adapted to be secured to the bottom of a play-wagon, substantially as described.

4. A device adapted to be secured to a child's play-wagon, consisting of a fixed plate; means for securing the same to the bottom of a wagon; a fifth-wheel brought in contact with said fixed plate; an axle-brace in engagement with said fifth-wheel; a tongue-support engaging said fifth-wheel and said axle-brace; an axle supported by said tongue-support and by said axle-brace; a means for connecting together said axle, tongue-support, axle-brace, fifth-wheel and fixed plate, substantially as described.

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

GEORGE E. BABCOCK.

Witnesses:

JOSEPH L. MOORE,  
CHAS. L. WICK.