C. J. PRESTON.

Running-Gear.

No. 40,944. Patented Dec. 15, 1863.

Fig: 1.

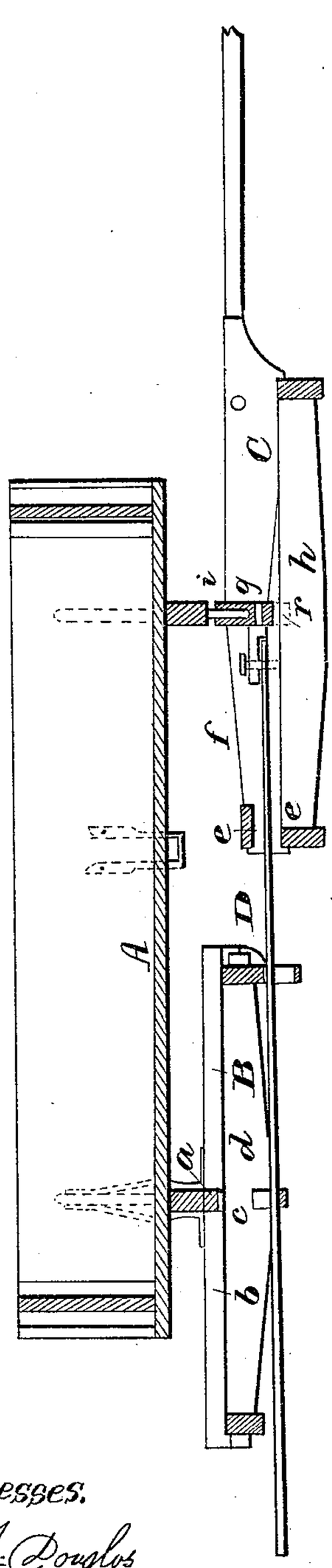
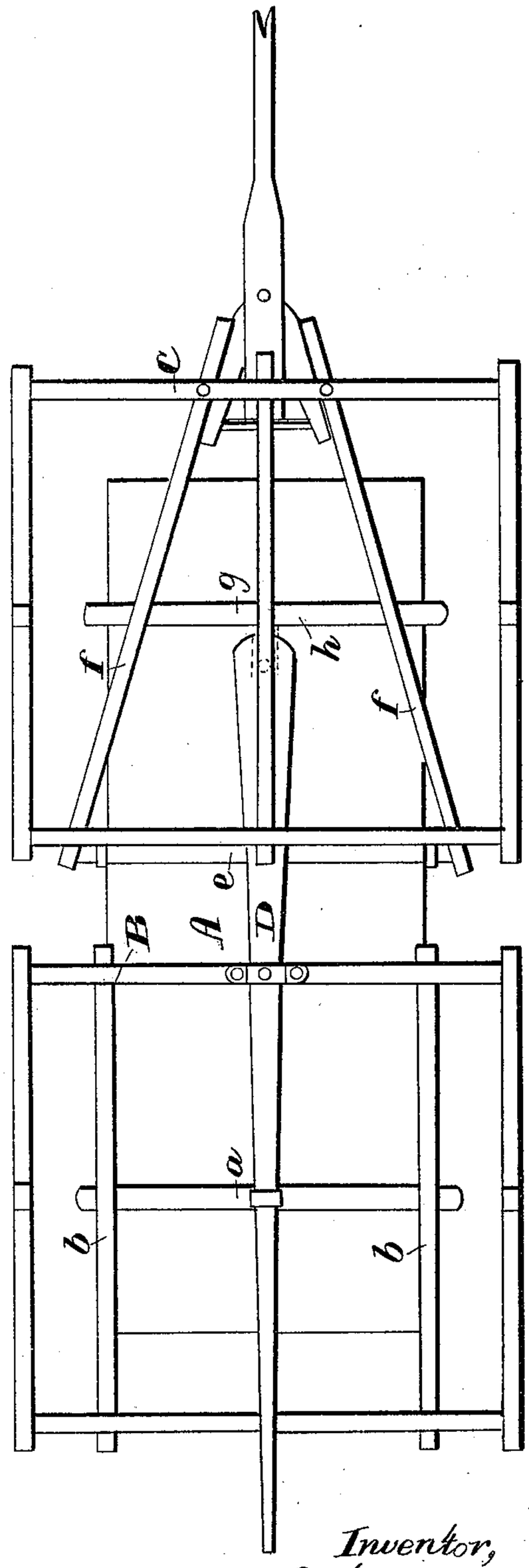



Fig: 2.




Witnesses.

Thos. L. J. Douglas

Geo. W. Reed

Inventor,

C. J. Preston

By Munn & Co.

Attys.

# UNITED STATES PATENT OFFICE.

CHARLES J. PRESTON, OF HARLEM, ILLINOIS.

## IMPROVEMENT IN WHEEL-VEHICLES.

Specification forming part of Letters Patent No. **40,944**, dated December 15, 1863.

*To all whom it may concern:*

Be it known that I, CHARLES J. PRESTON, of Harlem, in the county of Stephenson and State of Illinois, have invented a new and useful Improvement in Wheel-Vehicles; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 shows a longitudinal vertical section of my wagon. Fig. 2 is an inverted plan of the same. Fig. 3 is a longitudinal vertical section of the cart.

Similar letters of reference in the three views indicate corresponding parts.

This invention consists in a double truck-frame, the fore part of which is so arranged that the cross-timber behind forms the slider, and the transom through which the king-bolt passes is framed into the center of each of the oblique cross-timbers or hounds, and the transom of the rear part of the truck is supported by longitudinal timbers, both transoms being fitted, that in front to the center piece and that in the rear to the bolster, by means of recesses, in such a manner that said transoms are allowed to spring down until they strike the center piece or bolster, and thereby the required spring for the truck is obtained.

To enable others skilled in the art to fully understand and construct my invention, I will proceed to describe it.

The truck of the wagon A is made of two parts, B C, which are connected by the perch D, and this perch is adjustable, so that the two parts of the truck can be accommodated to the length of different wagons. The rear part, B, of the truck is provided with a transom, *a*, which is supported at its ends by two longitudinal timbers, *b*, which run parallel with the sides of the truck-frame. A recess, *c*, in the middle of the transom *a* fits on the bolster *d*, having a space between the bottom of the recess and the top edge of the bolster, to give to the transom a certain play for its elasticity. The forward truck, C, consists of a frame, the rear timber, *e*, of which forms the slider, and two bars, *f*, extending in an oblique direction from the rear to the front end of this frame, form the hounds. The transom *g* is framed into the hounds at the middle of their length, and a recess, *r*, in its middle fits over the top edge of the center bar, *h*, allowing it, however, sufficient play to spring up and down the same as the transom *a* of the rear part, B, of the truck. The king-bolt *i* fits into a hole in the center of the transom *g*.

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

The arrangement of the transoms *a g* with recesses *c r*, fitting, respectively, over the bolster *d* and center bar, *h*, and connected with the truck-frames B C, in the manner and for the purpose substantially as herein shown and described.

CHARLES J. PRESTON.

Witnesses:

MATTHEW VAN BUSKIRK,
REGINALD J. A. O'CONNOR.