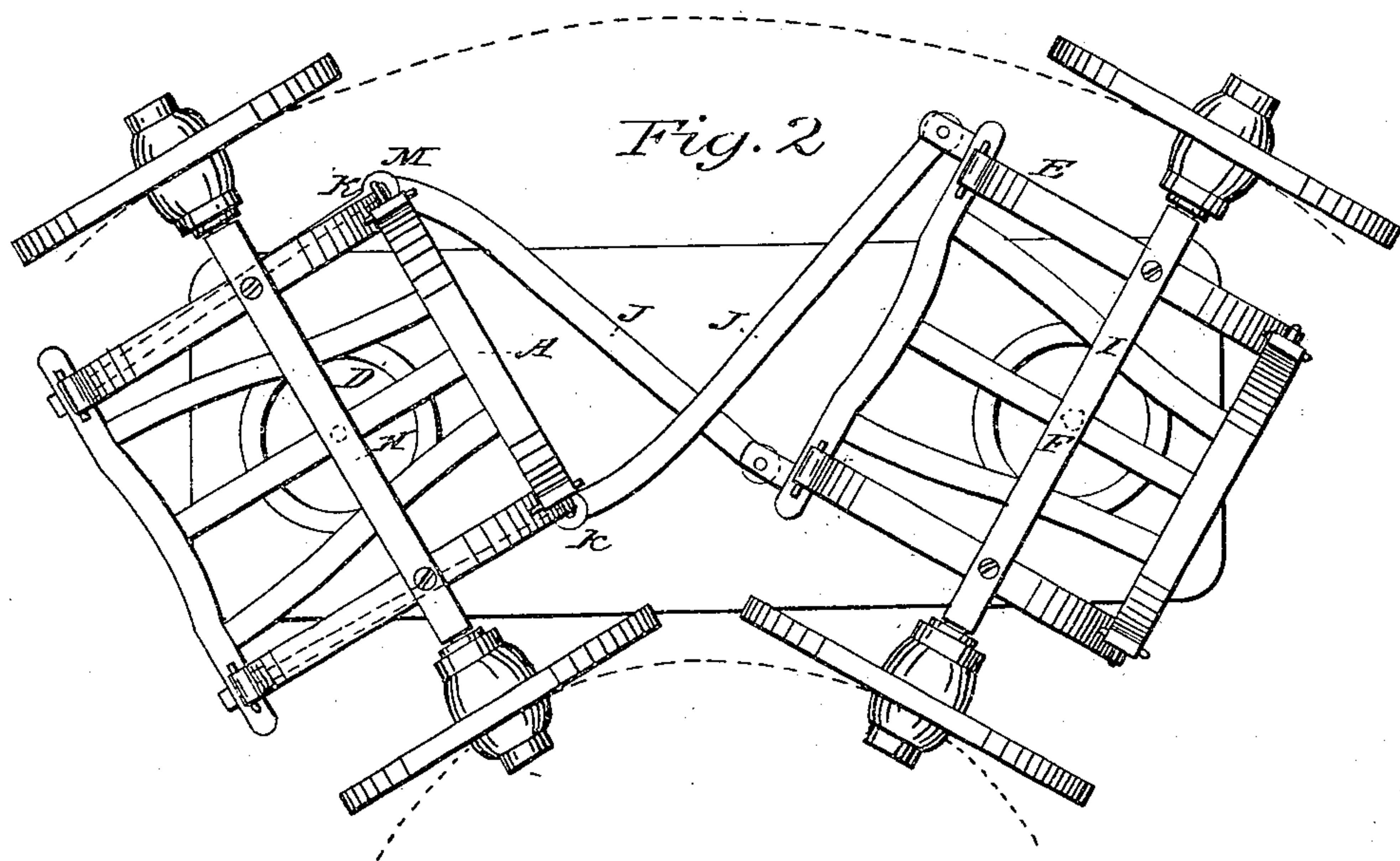
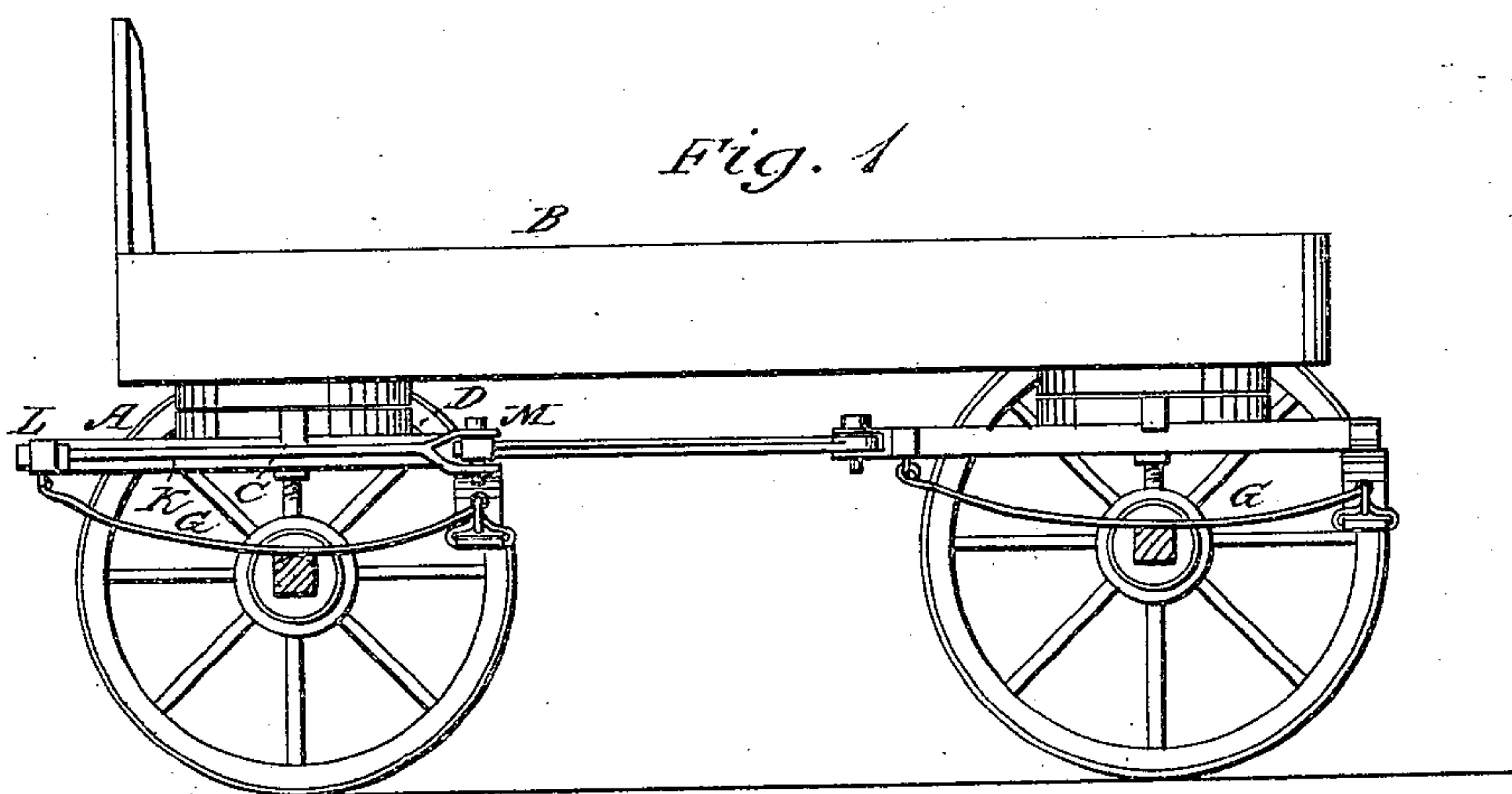


J. H. BARR.
Running Gear.

No. 100,251.

Patented March 1, 1870.



Witnesses:
Edgar Tate
John H. Brooks

Inventor:
J. H. Barr
PER Munn & Co
Attorneys

United States Patent Office.

J. H. BARR, OF MANSFIELD, OHIO.

Letters Patent No. 100,251, dated March 1, 1870.

IMPROVEMENT IN WAGONS.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, J. H. BARR, of Mansfield, in the county of Richland, and State of Ohio, have invented a new and useful Improvement in Wagons; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings forming part of this specification.

My invention relates to improvement in that class of wagons which are provided with pivoted front and rear axles, connected by bars or rods crossing each other diagonally, so that the rear wheels may turn to follow the same or nearly the track as the front ones; and

The improvement consists in the combination of certain parts, as hereinafter specified.

In the accompanying drawings—

Figure 1 is a side elevation of the wagon.

Figure 2 is a view of the under side of the wagon.

Similar letters of reference indicate corresponding parts.

A represents the front gear, attached to the front portion of the wagon-body B by means of a king-bolt, C, and fifth wheel, D, in the usual manner.

E represents the gear, connected with the rear portion of the body by a king-bolt, F, having also a circle or fifth wheel, and otherwise constructed and ar-

ranged in a manner similar to the front gear, both being connected with the axles front and rear by means of springs, G, as seen in the drawing.

H is the front and I is the rear axle.

J J represent coupling-bars, the ends of which are jointed to the corners of the front and rear gears A and E, as seen in the drawing.

These bars cross each other, and pass each diagonally from one gear to the other.

K K represent adjusting-bars on either side of the front gear. These bars are adjustable by means of screw-nuts on the front part of the gear, as seen at L. Their other ends are connected with the ends of the coupling-bars J J by a clevis and pin arrangement, as seen at M. These bars K allow the coupling-bars J to be adjusted so that the rear wheels will track with the front wheels at all times. These adjusting-bars also serve to strengthen the front gear.

Having thus described my invention,

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

In combination with the coupling-bars J J, the adjusting-bars K K, substantially as and for the purposes described.

J. H. BARR.

Witnesses:

J. A. JONES, M. D.,

A. C. PATTERSON.