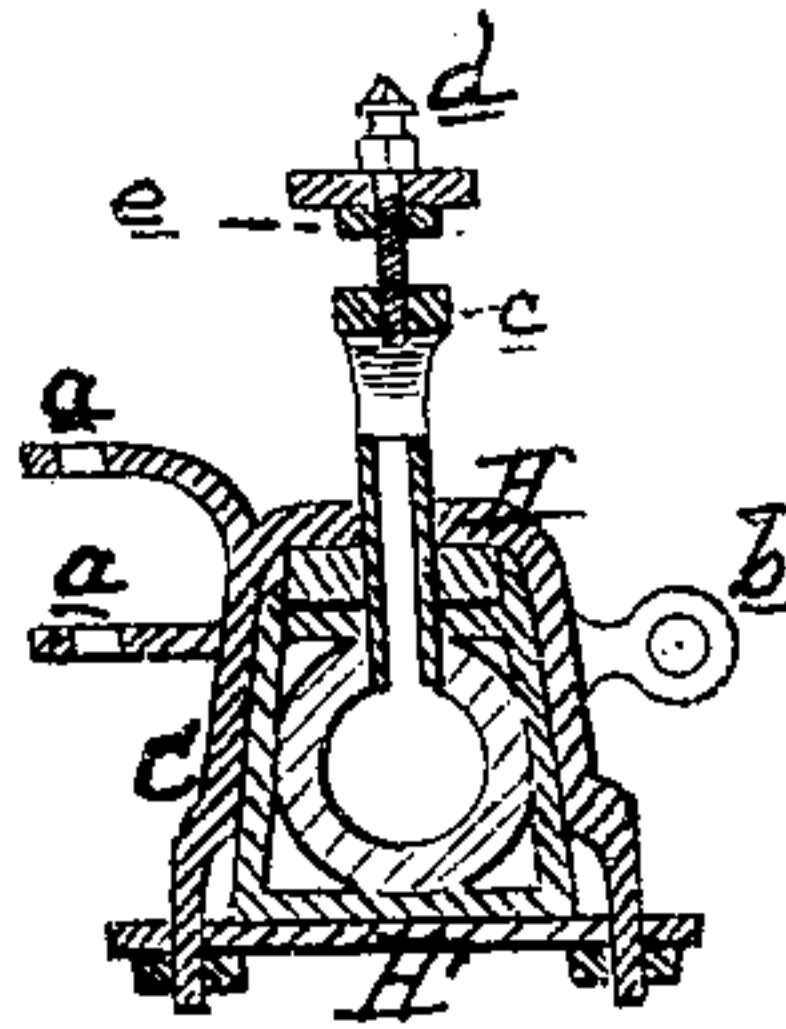
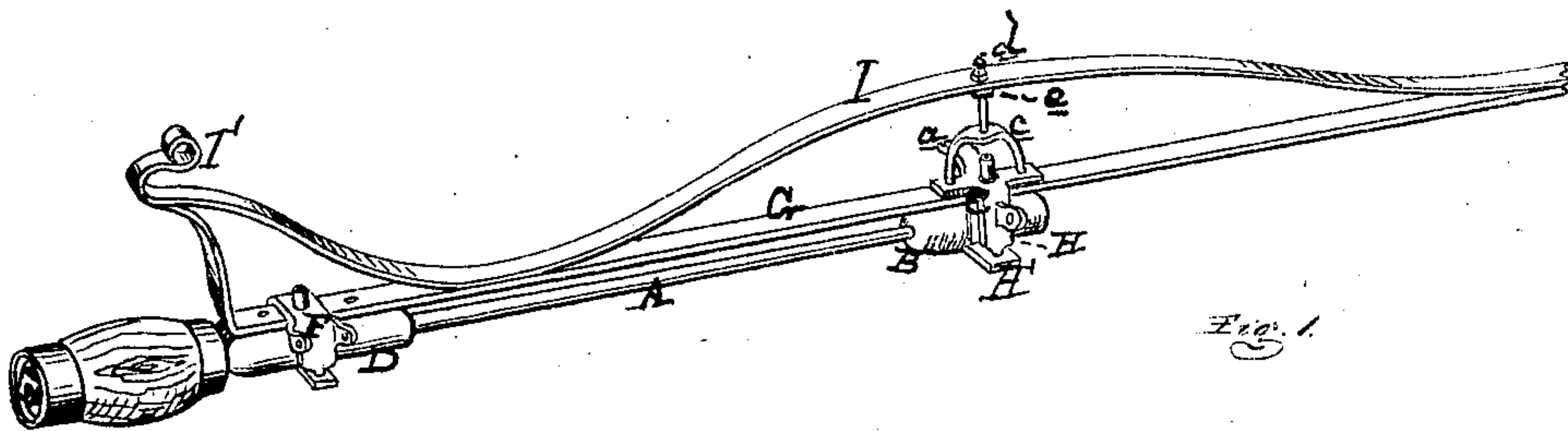


ELI WIGLE.

Improvement in Running Gear for Carriages.

No. 124,026.

Patented Feb. 27, 1872.



ATTEST
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INVENTOR:
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UNITED STATES PATENT OFFICE.

ELI WIGLE, OF BAY CITY, MICHIGAN.

IMPROVEMENT IN RUNNING-GEAR FOR CARRIAGES.

Specification forming part of Letters Patent No. 124,026, dated February 27, 1872.

To whom it may concern:

Be it known that I, ELI WIGLE, of Bay City, in the county of Bay and State of Michigan, have invented a new and useful Improvement in Running-Gears for Carriages; and I do declare that the following is a true and accurate description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon and being a part of this specification, in which—

Figure 1 is a perspective view, showing my improvement from the front; and Fig. 2 is an enlarged cross-section at the middle thereof.

Like letters indicate like parts in each figure.

This invention relates more particularly to an improvement in the construction of the carriage running-gear for which Letters Patent No. 114,072 were issued to me on April 25, 1871; and it consists in providing the transverse axle-bar with a tension-rod and a brace-screw, by means of which greater rigidity is secured to the front axle and by means of which the "set" of the wheels can be readily adjusted; also, in a peculiar center-clip for the front axle, by which the draft-strain of the rear axle is transferred to the whiffletrees, through a thorough-brace connecting them with said clip, instead of being exerted upon the front axle.

In the drawing, A represents the axle-arms; B, the center box, and D the end boxes, as described in the said Letters Patent. They are secured to the transverse bar G, therein mentioned and shown, by the stirrups F, as therein described, while the center box is in like manner secured to the bar G by the stirrup C, whose construction differs somewhat from that described in said Letters Patent, as will be seen on reference to Fig. 2 of the accompanying drawing, being prismoidal in cross-section, with an upward-projecting lug at the top, at each side, to embrace the edge of the bar G, while the whole is bound firmly together by my improved center-clip H, which straddles all its pendent ends, being threaded where they pass through the bottom plate H', to receive the screw-nuts which hold the parts in place. This clip is forged with a pair of lugs,

a, at the rear side, one above the other, to receive the front end of the reach, which is secured therein by the king-bolt, which passes through all, suitable openings being provided for its reception. At the front side of the clip an eye-bolt, b, is forged thereon, to which the whiffletrees are connected by a thorough-brace, for the purpose of throwing the draft-strain of the rear axle upon the whiffletrees and relieving the front axle from it. The clip has an elongated plate resting upon the bar G at either side of the center opening for the oil-cup, and extending along said bar. From near the ends of said plate rises an arched iron or crow-foot, c, either formed with the clip or securely riveted thereto. In the crown of the arch is tapped a hole, which is threaded to receive a screw. I is a bar of iron or steel, curved upward at the ends to form the jacks I', which are supported by the upturned ends of the bar G. The central or main portion of the bar I is in the form of an arch, and it is secured to the bar G at the spring, or lowest points in the arch. Through the center of the arch a bolt, d, is passed and screwed into the opening in the crow-foot c below, but carrying a nut, e, between the bar I and said crow-foot, which nut is screwed up against the under side of said bar I. By turning the bolt and nut in the proper direction the "set" of the axles and wheels may be regulated at will, while the bar I acts as a truss to strengthen and stiffen the axle, or the combination of the parts described, which make the equivalent of an axle.

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

1. The center clip H H', provided with the lugs a a, eye-bolt b, and crow-foot c, in connection with the bar G and truss-bar I, as and for the purpose set forth.

2. The brace-bar I and jacks I' and the bolt d and nut e, constructed as described, in combination with the bar G and center-clip H, as and for the purpose set forth.

ELI WIGLE.

Witnesses:

MYRON H. CHURCH,
P. F. BARRY.