

D. W. INMAN.  
Running-Gear for Vehicles.

No. 223,515.

Patented Jan. 13, 1880.

Fig. 1.

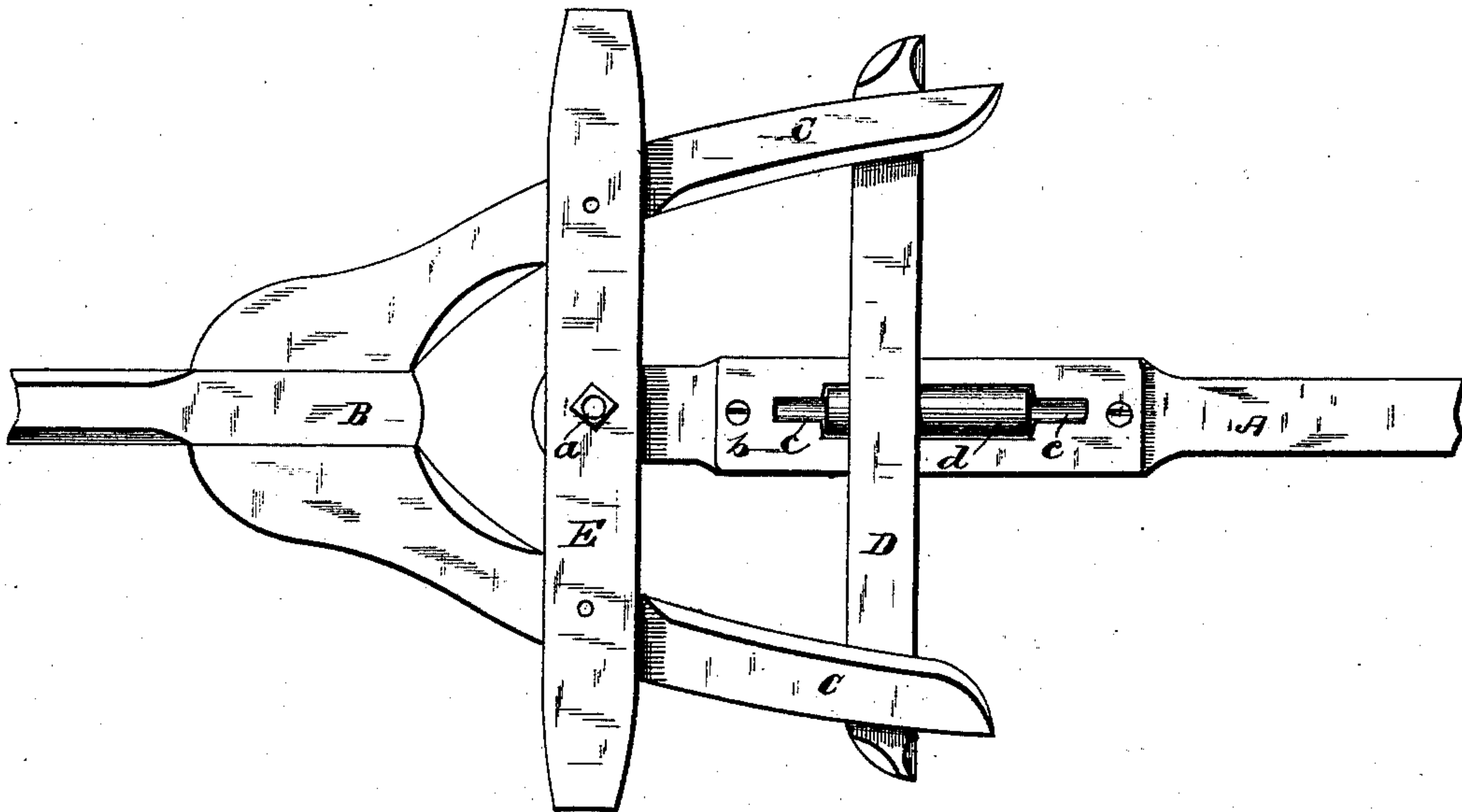
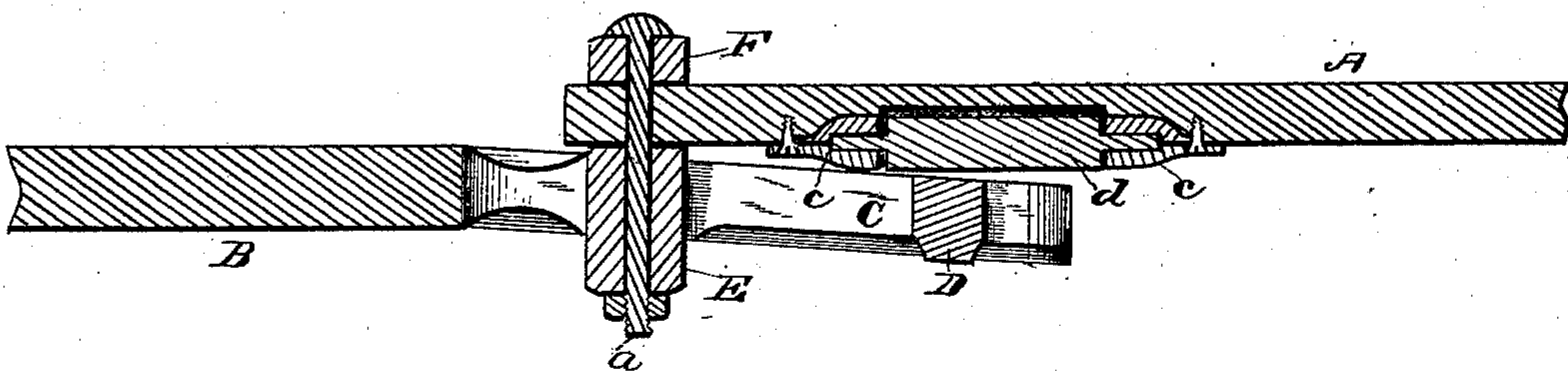


Fig. 2.



Attest

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His Atty

# UNITED STATES PATENT OFFICE.

DAVID W. INMAN, OF STELVIDEO, OHIO.

## RUNNING-GEAR FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 223,515, dated January 13, 1880.

Application filed June 26, 1879.

*To all whom it may concern :*

Be it known that I, DAVID W. INMAN, of Stelvideo, in the county of Darke and State of Ohio, have invented certain new and useful  
5 Improvements in Running-Gear for Vehicles; and I do hereby declare the following to be a full, clear, and exact description of the same.

My invention relates to an improvement in the running-gear of that class of wagons which  
10 do not employ the fifth-wheel, but instead have a coupling-pole pivoted by the king-bolt between the front axle and bolster, and sliding on the brace-bar which connects the rear ends of the hounds.

15 In this class of vehicles the greatest amount of wear and friction occurs at the points of contact between the coupling-pole and its sliding bar, and this friction soon wears away the parts, and either destroys the coupling-pole or  
20 the slide-bar, or both.

My invention consists in pivoting a roller in a longitudinally-slotted metal plate, which plate is secured to the under side of the coupling-pole over a recess made to accommodate  
25 the roller, which lies just over and rests upon the slide-bar.

The novelty consists in the construction, combination, and arrangement of the parts, as  
30 will be herewith set forth and specifically claimed.

In the accompanying drawings, Figure 1 is an inverted plan view of the coupling-pole, slide-bar, hounds, tongue, axle, and bolster. Fig. 2 is a longitudinal central section in side  
35 elevation, showing the construction and application of my invention.

A represents the coupling-pole; B, the tongue; C C, the hounds; D, the slide-bar connecting the rear ends of the hounds; E,  
40 the axle, and F the bolster. These parts are constructed and united in the usual manner,

as represented, with the forward end of the coupling-pole pivoted between the axle and bolster by the king-bolt *a*.

The under side of the coupling-pole, just  
45 over and somewhat on each side of the slide-bar D, is recessed longitudinally. Over this recess is fastened a metal bearing-plate, *b*, having a longitudinal slot through it, as seen in Fig. 1. 50

In suitable bearings *c*, attached to or forming a part of the plate *b*, at each end of the slot, is journaled a friction-roller, *d*, as represented. This roller lies in the before-mentioned recess in the pole, but projects through  
55 the slot in the plate sufficiently to bear upon the slide-bar D and prevent the contact of the coupling-pole with said slide-bar.

The roller is sufficiently long to always bear and travel upon the slide-bar, whether the  
60 wagon is in a straight line or turned around to its farthest limit either way.

By this simple construction and application of the roller all wear of the coupling-pole and slide-bar is prevented and the friction is re-  
65 duced to a minimum.

Having thus fully described my invention, I claim and desire to secure by Letters Patent—

The combination, with a coupling-pole and  
70 slide-bar, of a friction-roller, *d*, pivoted in bearings *c* at each end of the longitudinal slot formed in the metal plate *b*, which plate is secured to the under side of the coupling-pole, the whole constructed and united substantially  
75 as and for the purpose specified.

Witness my hand this 23d day of April, A. D. 1879.

DAVID W. INMAN.

Witnesses:

THOS. B. HARPER,  
JOHN H. YODER.