

(No Model.)

J. SCHMIDLAPP.

RUNNING GEAR FOR VEHICLES.

No. 247,119.

Patented Sept. 13, 1881.

Fig. 1.

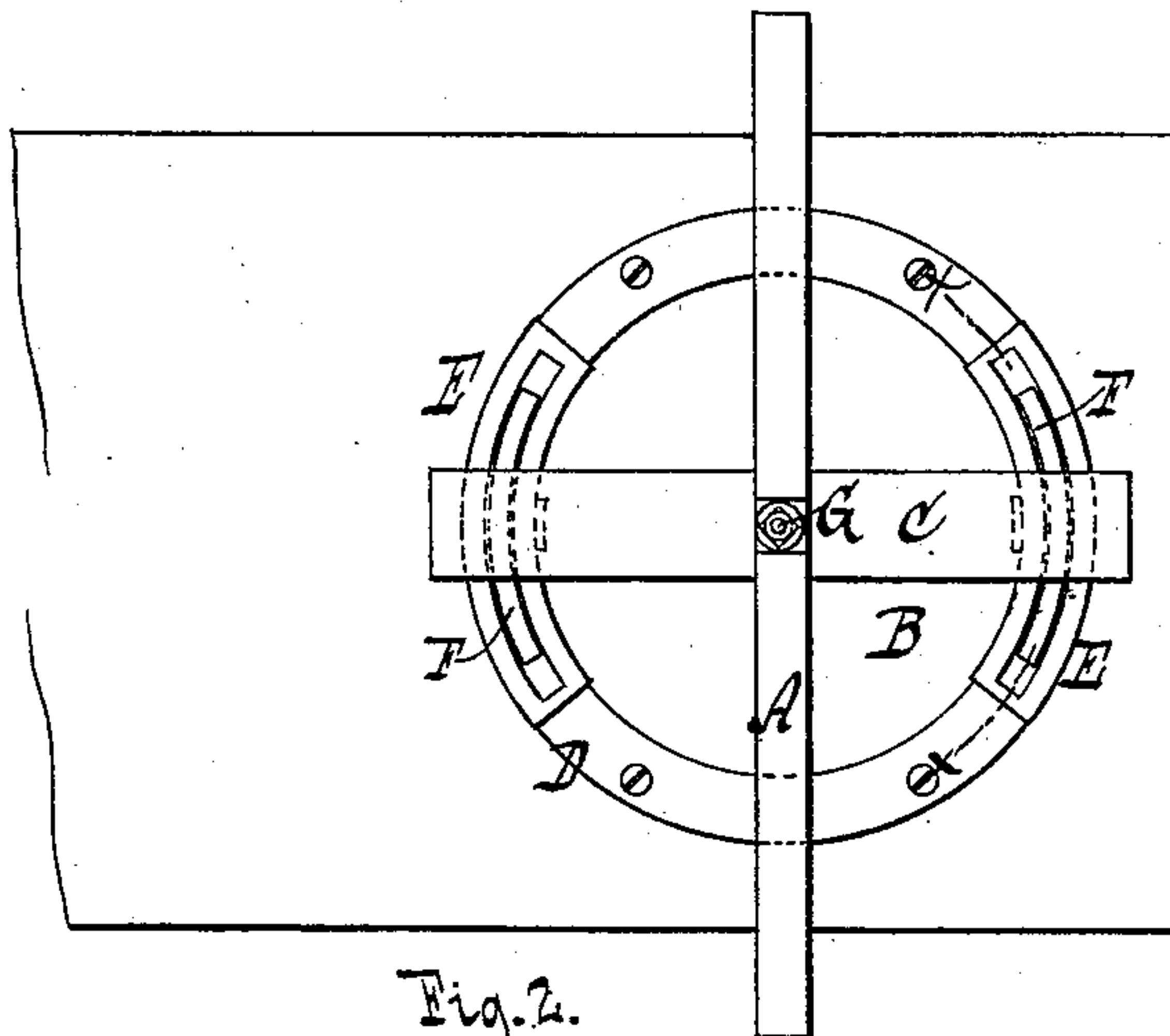


Fig. 2.

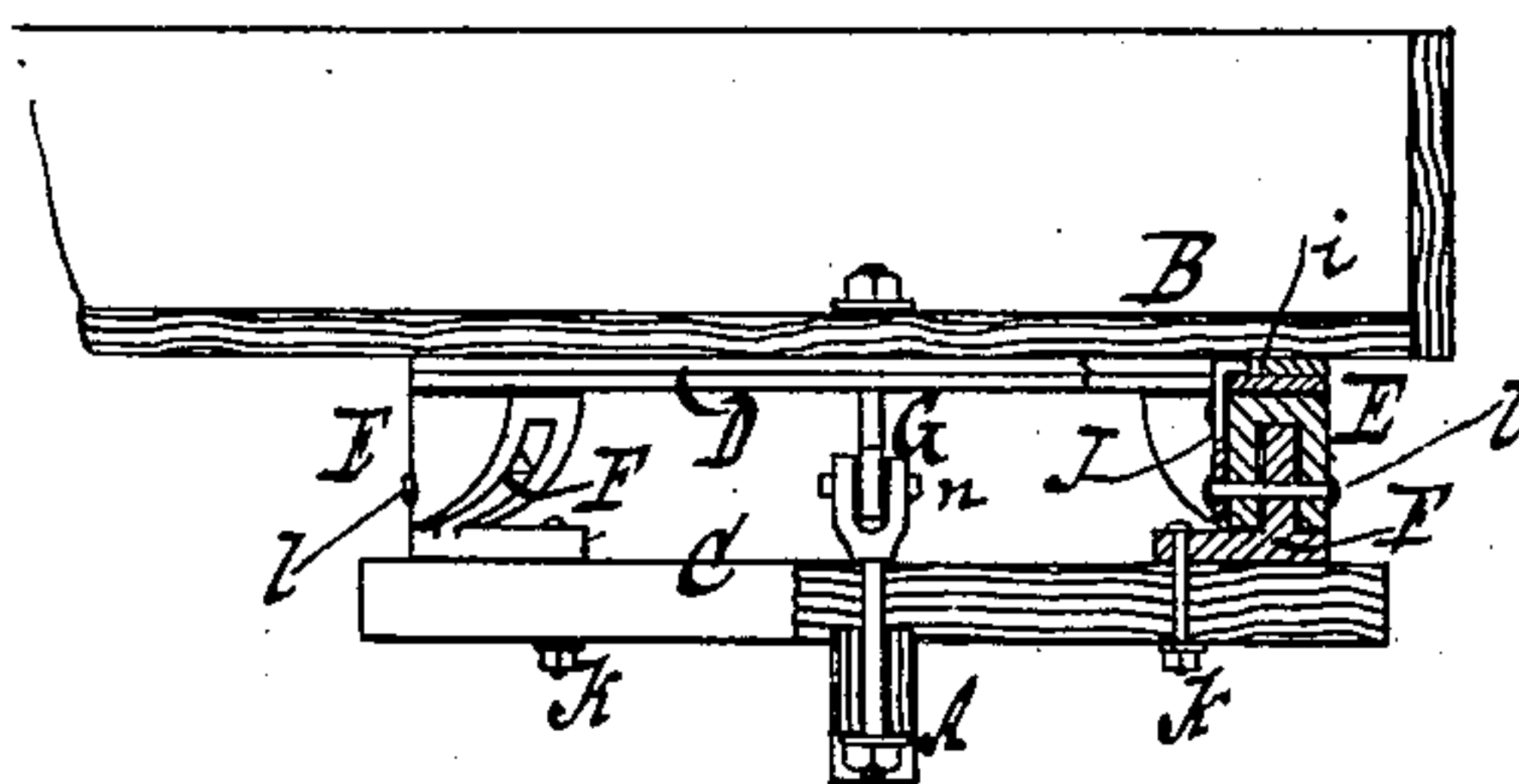


Fig. 3.

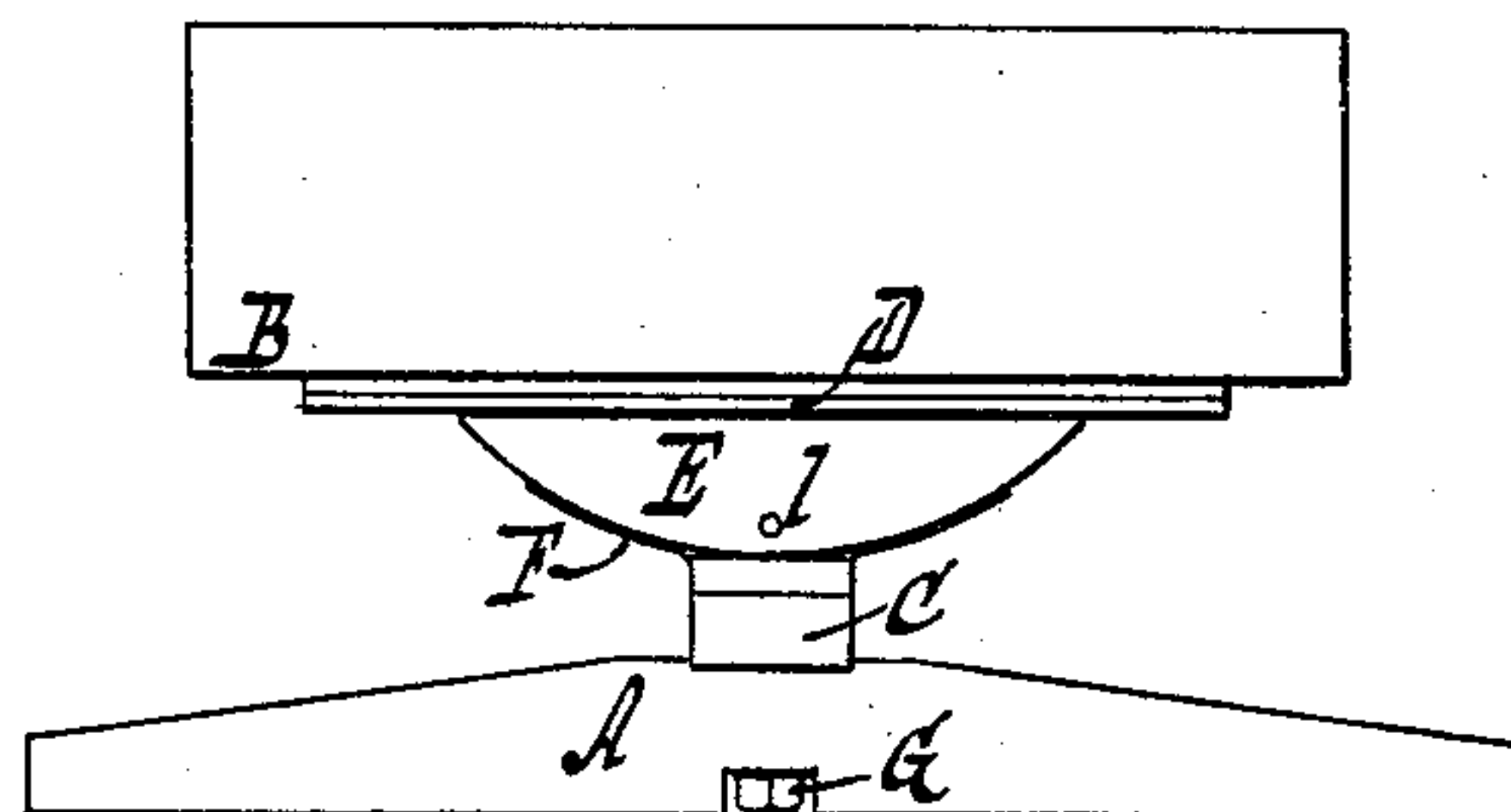
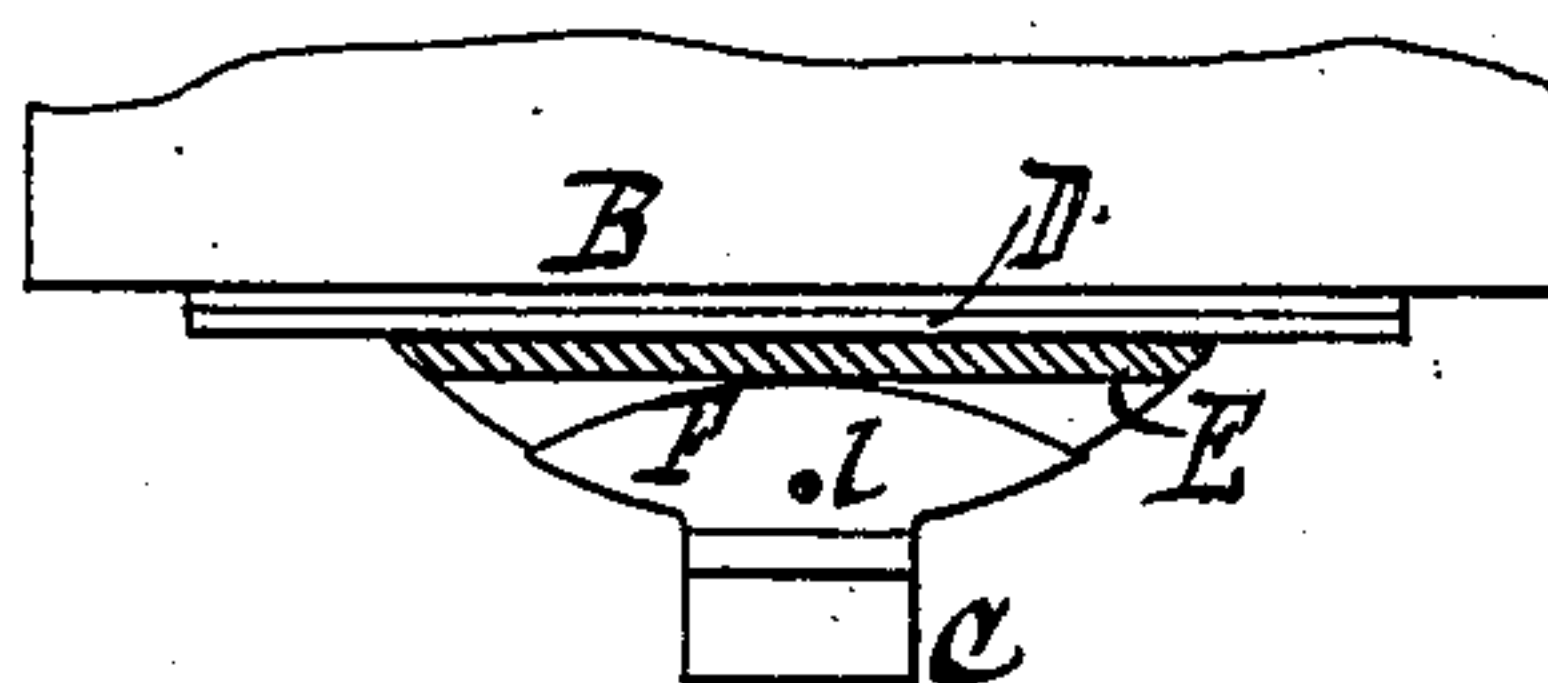


Fig. 4.

Witnesses
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Inventor:
Jacob Schmidlapp.
by Van Santvoord & Hauff
his attys.

UNITED STATES PATENT OFFICE.

JACOB SCHMIDLAPP, OF NEW YORK, N. Y.

RUNNING-GEAR FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 247,119, dated September 13, 1881.

Application filed August 1, 1881. (No model.)

To all whom it may concern:

Be it known that I, JACOB SCHMIDLAPP, a citizen of the United States, residing at New York, in the county and State of New York, have invented new and useful Improvements in Running-Gears for Vehicles, of which the following is a specification.

This invention relates especially to the forward portion of the running-gear of vehicles, and has for its object to prevent the careening of the vehicle-bed on uneven roads or pavements.

It consists in the combination, with the fore axle and the vehicle-bed, of a hound applied to the fore-axle at or near its mid-length, a fifth-wheel fixed to the bed, sliding segments engaging the fifth-wheel, rocking bolsters fixed to the hound and pivoted to the sliding segments, and a jointed king-bolt, so that the fore axle is permitted to take a longitudinally-inclined position without affecting the bed.

This invention is illustrated in the accompanying drawings, in which Figure 1 represents an inverted plan view. Fig. 2 is a part side view and part longitudinal section. Fig. 3 is a front view. Fig. 4 is a transverse section in the line *x x*, Fig. 1.

Similar letters indicate corresponding parts.

The letter A designates the fore axle, and B the vehicle-bed; C, the hound; D, the fifth-wheel; E, the sliding segments; F, the rocking bolsters, and G the king-bolt.

The hound C is located at about the mid-length of the axle, and is fastened thereto on the top side thereof in a known manner. The fifth-wheel D is fixed to the bed B on the bottom thereof, so that it is stationary, and the segments E engage the same in a suitable manner to slide thereon, for which purpose the fifth-wheel is constructed with a shoulder, *i*, Fig. 2, and the segments with angular projections, *j*, catching over the edge of the shoulder; but this purpose can also be accomplished in other ways.

The bolsters F are fixed to the hound C, as by bolts *k*, and are pivoted to the segments E, as at *l*, so that they are capable of rocking in the direction of the length of the axle A, the segments being preferably grooved longitudinally to receive the bolsters, and the latter being curved on their upper edges.

The king-bolt G is jointed, as at *n*, the pin forming the joint having its axis coincident with the pivots *l*, connecting the bolster to the segments; and one part of the bolt is secured to the axle A, while the other part is secured to the bed B, the whole being situated in the center of the axle and the fifth-wheel.

When the axle A becomes inclined toward either end, as by the sinking of either of its wheels into a hollow in the road or pavement, the bolsters F share its motion, rocking on the segments E; and hence the segments and the fifth-wheel, together with the bed B, are allowed to retain a horizontal position, the axle being at the same time permitted to turn in any direction by the segments sliding on the fifth-wheel.

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

The combination, substantially as hereinbefore set forth, with the fore axle and the vehicle-bed, of the hound applied to the axle at or near its mid-length, the fifth-wheel fixed to the bed, the sliding segments engaging the fifth-wheel, the rocking bolsters fixed to the hound and pivoted to the sliding segments, and the jointed king-bolt, for the purpose specified.

In testimony whereof I have hereunto set my hand and seal in the presence of two subscribing witnesses.

JACOB SCHMIDLAPP. [L. S.]

Witnesses:

E. F. KASTENHUBER,
CHAS. WAHLERS.