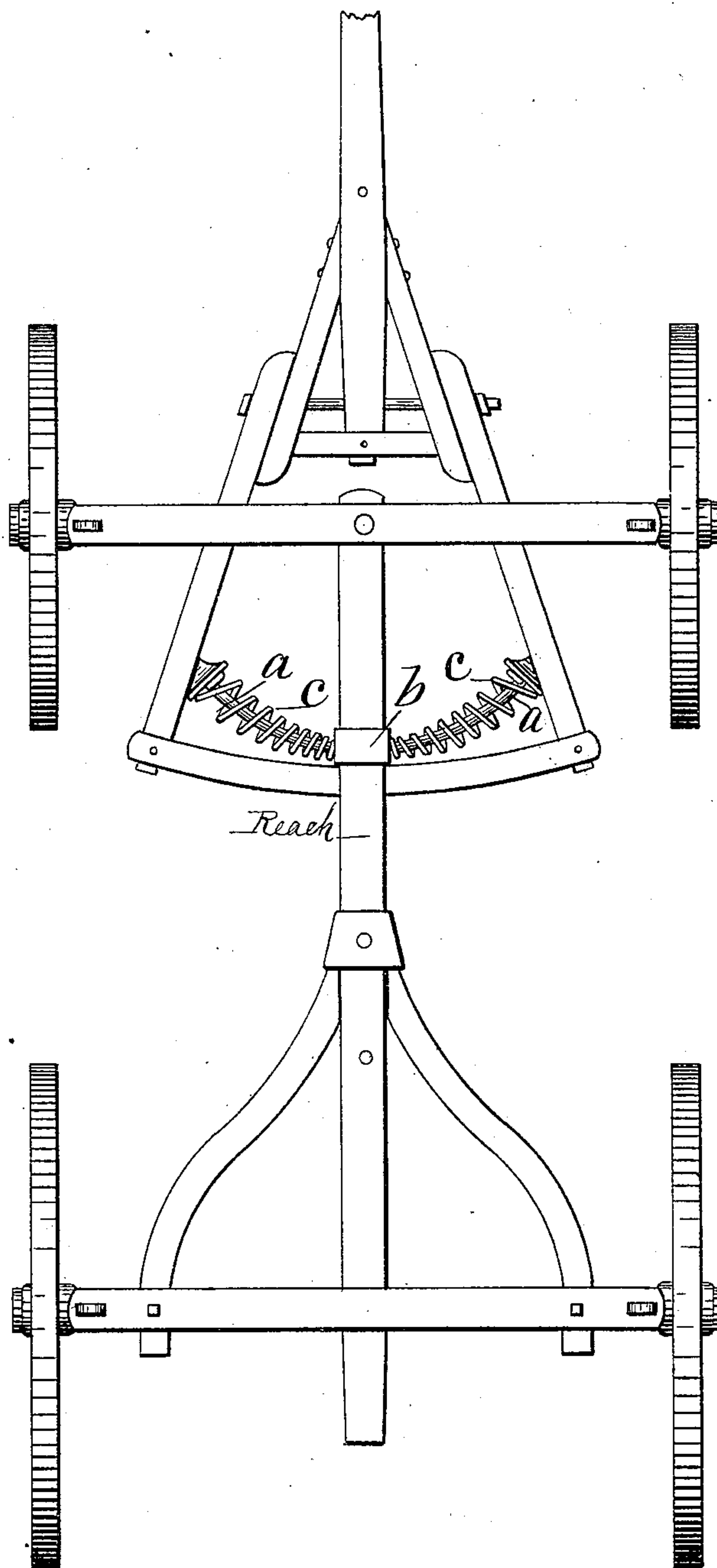


(No Model.)

I. E. BENNETT.
RUNNING GEAR FOR WAGONS.

No. 258,545.

Patented May 30, 1882.



Witnesses:

Frank W. Heers.

E. W. Carrington.

Inventor:

Isaac E. Bennett,

By Thomas G. Orwig,
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UNITED STATES PATENT OFFICE.

ISAAC E. BENNETT, OF NEWTON, IOWA.

RUNNING-GEAR FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 258,545, dated May 30, 1882.

Application filed February 23, 1882. (No model.)

To all whom it may concern:

Be it known that I, ISAAC E. BENNETT, of Newton, in the county of Jasper and State of Iowa, have invented a Spring Attachment and Governor for Wagons, of which the following is a specification.

The object of my invention is to steady the movements of wagon-wheels in passing over obstructions or a rough road, and to prevent their lateral deviations, and the resultant jarring and concussion of the wagon and its contents, and the lashing of the horses by the wagon-tongue incident to the resistance met in advancing a wagon over an uneven surface.

It consists in combining a spring or springs with the hounds and the reach in the running-gear of a wagon, as hereinafter fully set forth.

Heretofore the tongue of a wagon has been attached to the front axle of a wagon by means of a bolt passed through perforated ears fixed to the axle, and on the bolt on each side of the pole a spring for the purpose of preventing the free end of the pole from swaying and striking the horses' shoulders; but by my manner of locating a spring in rear of the front axle and combining it with a reach I steady the movements of the entire wagon and relieve the wagon, the persons upon it, and the tongue from concussion such as is incident to and results from a wheel striking an object or passing over an obstruction on rough road.

My accompanying drawing is a top view of a running-gear having my governing device attached, and clearly illustrates the construction, application, and operation of my complete invention.

a a represent a rigid curved bar, fixed to the hounds of the front carriage in a concentric position relative to the center of the axle of the front carriage, and the linchpin or pivotal point of the reach that connects the rear carriage to the front carriage.

b represents a fastening device or metal loop

that has ears on its lower side through which the bar *a a* is passed.

c c represent a double spring or two coiled springs, placed upon the bar *a a* and between the hounds and the loop *b* in such a manner that the spring or springs will in their normal condition retain the said loop on the center of the bar. By simply passing the front end of the reach connected with the rear carriage through the loop *b*, and then pivoting it to the front axle and carriage by means of a linchpin or in any suitable way, I make my attachment and governor operative, so that when a wheel strikes an uneven surface or obstruction the spring will counteract the resistance that would otherwise throw the wheel out of a direct forward line and cause a jar to the wagon, concussion to the load or persons upon it, and a lashing of the tongue to strike, bruise, and fret the horses.

I claim as my invention—

1. A governing attachment for wagons, consisting of a curved bar, a spring or springs, and a loop or fastening device for connecting the complete device to a wagon-reach, arranged and combined relative to each other and the running-gear of a wagon, substantially as shown and described, to operate in the manner set forth, for the purposes specified.

2. The combination of springs with the hounds of the front carriage of a wagon and a reach fixed to the rear carriage, and pivoted to the axle of the front carriage, substantially as shown and described, to operate in the manner set forth, for the purposes specified.

3. The combination of the bar *a a*, fixed to the hounds of the front carriage of a wagon, the loop *b*, the springs *c c*, and a wagon-reach, substantially as shown and described, for the purposes specified.

ISAAC E. BENNETT.

Witnesses:

C. W. STAHL,
H. K. STAHL.