

(No Model.)

J. M. BROSIUS.

RUNNING GEAR.

No. 270,382.

Patented Jan. 9, 1883.

Fig. 1,

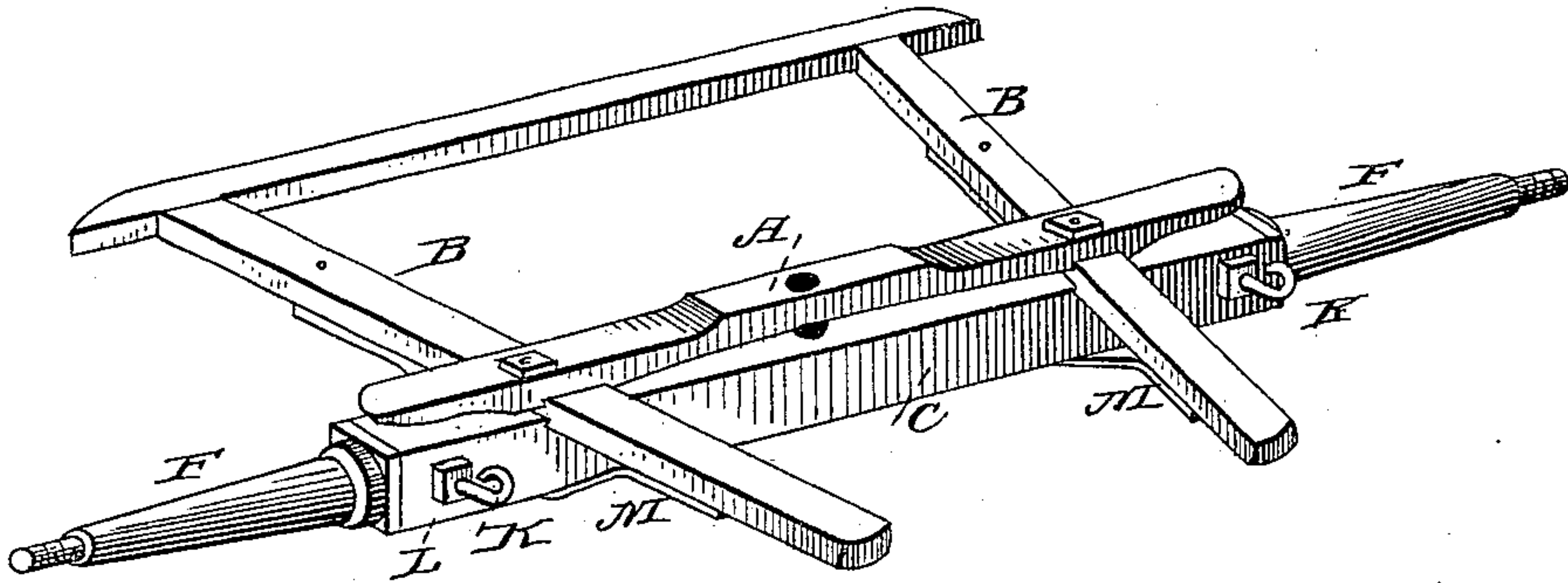


Fig. 2,

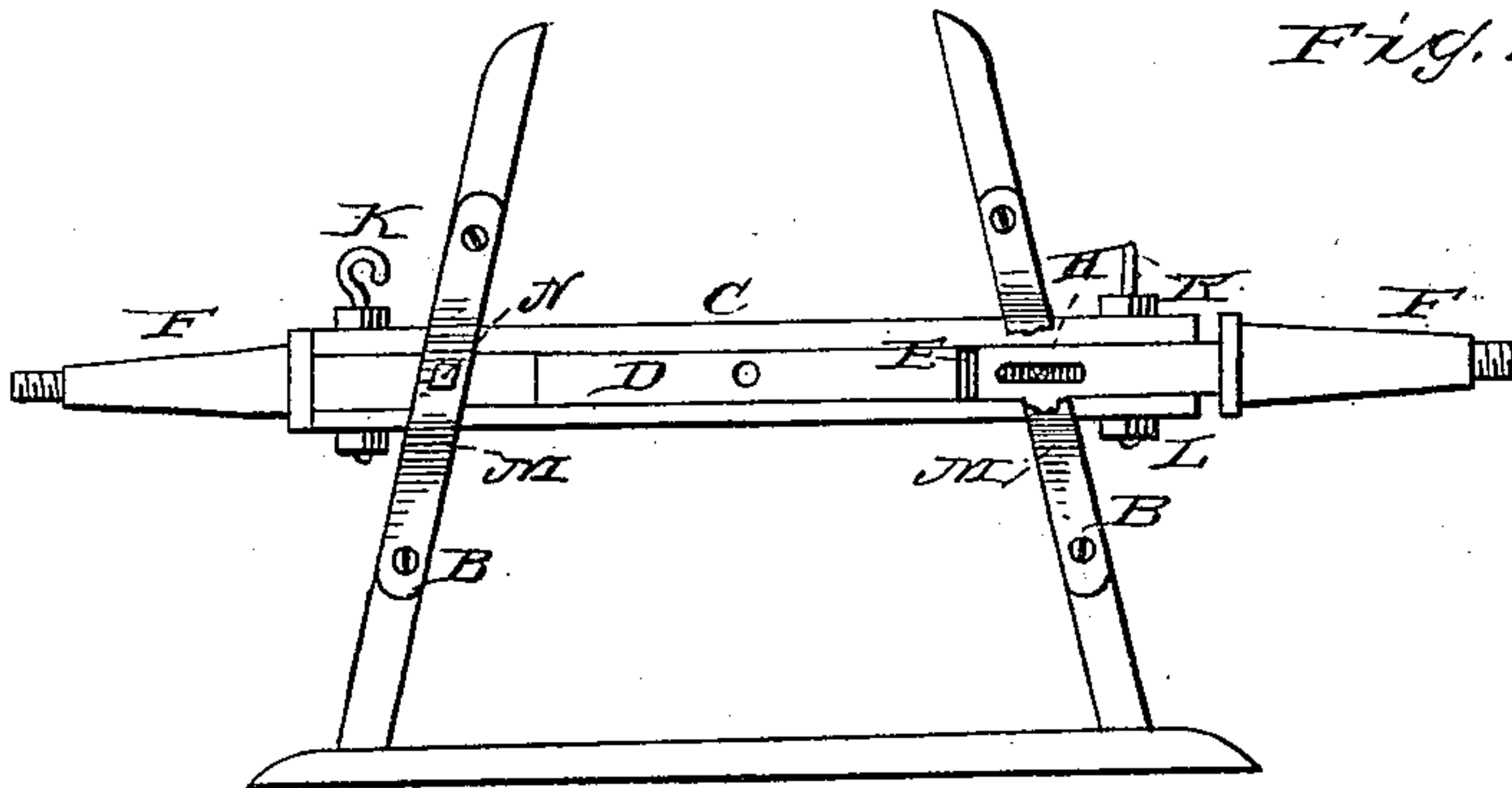


Fig. 3,

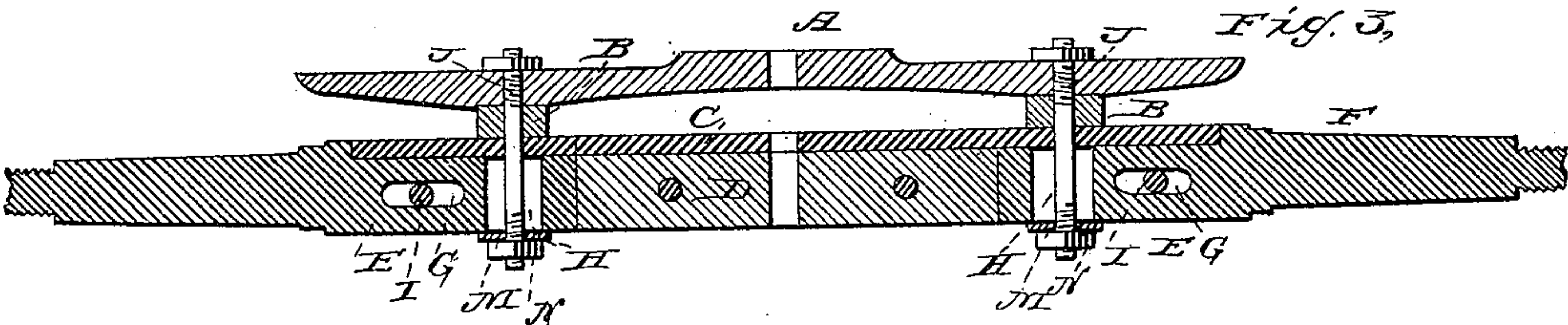


Fig. 4,

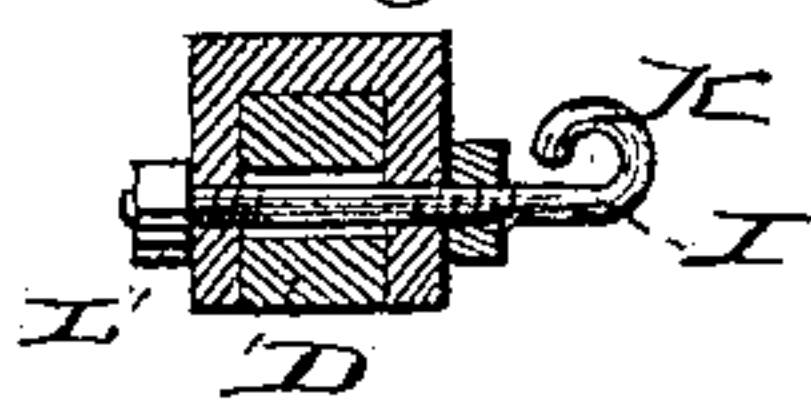
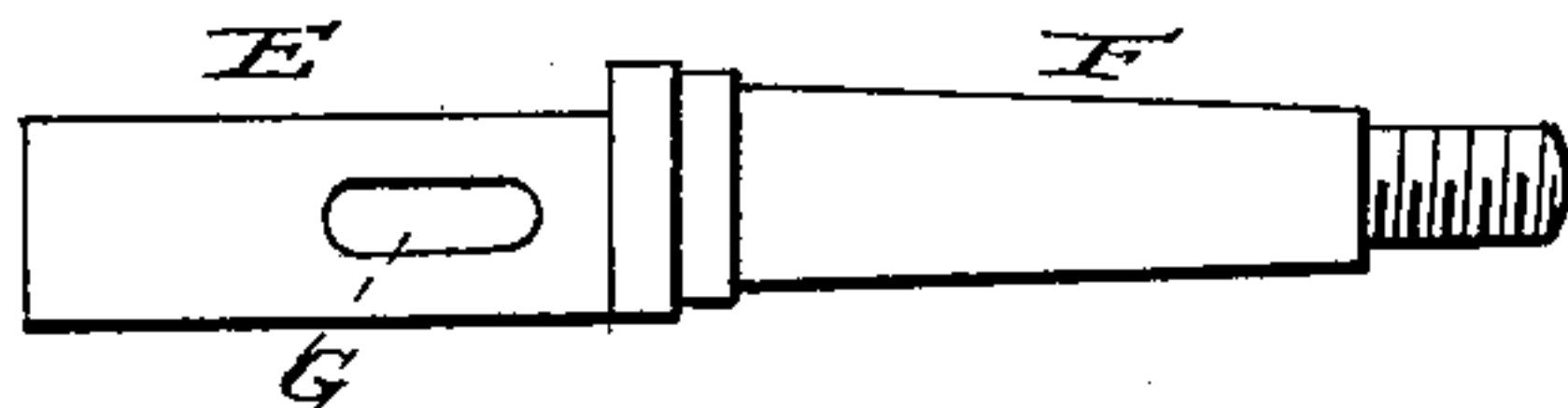


Fig. 5,



WITNESSES:

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UNITED STATES PATENT OFFICE.

JOHN M. BROSIUS, OF EAST DALLAS, TEXAS.

RUNNING-GEAR.

SPECIFICATION forming part of Letters Patent No. 270,382, dated January 9, 1883.

Application filed October 21, 1882. (No model.)

To all whom it may concern:

Be it known that I, JOHN M. BROSIUS, of East Dallas, in the county of Dallas and State of Texas, have invented certain new and useful Improvements in Running-Gear for Vehicles; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a perspective view of so much of the running-gear of a wagon as embodies my invention. Fig. 2 is a bottom view of the same. Fig. 3 is a longitudinal vertical sectional view of the axle. Fig. 4 is a cross-section of the same, and Fig. 5 is a detail view.

Similar letters of reference indicate corresponding parts in all the figures.

My invention has relation to running-gear for vehicles, and more particularly to that class having adjustable axle-spindles; and it consists in the improved construction and combination of parts of the same, as herein-after more fully described and claimed.

In the accompanying drawings, A is the bolster, and B the hound, of a wagon, which may be of any desired shape or construction.

C is the axle-tree proper, which is made preferably of rolled iron, rolled into a rectangular trough shape, as shown in cross-section in Fig. 4. The middle part of this trough or recess is filled with a piece of wood or metal, D, fitting into it, which trough may be dispensed with or made in one piece with the axle, just leaving two recesses, one in each end of the axle-tree. In these recesses are fitted the slotted ends E of the spindles F, upon which the wheels turn. The inner end, E, of each of the spindles has two slots, G and H, at right angles to each other, extending in the direction of the axle, through which two bolts, I and J, pass. The bolts I, which are inserted through the sides of the axle-tree, are provided

with hooks K in one end for the attachment of the draft-chains, while they are held fast by nuts L in the other end. The bolts J are inserted vertically through the bolster, the hounds, and the axle-tree, and on the under side through two re-enforcing straps, M, fastened to the hounds, and under the axle, and are held fast by nuts N.

The object in having the inner ends of the spindles slotted is to make the axle adjustable to the gage of the track.

It is a well known fact that when the tire of a wheel has been reset the wheel will be dished more than it was before, and consequently not track with the other wheels or fit in the track where it formerly fitted. To avoid this I draw the spindles as far out on the slots as possible when the wheels are new and secure them by the nutted bolts I and J, and, as the tires wear out or get loose and require resetting, I move the spindles in by loosening the nuts on the bolts and tightening them after the spindles are adjusted. In this manner the wheels may be kept at one desired gage of track and may be adjusted in a moment of time.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

In an adjustable axle, the combination of the squarely grooved or recessed axle-tree C, having central square block, D, the spindles F, having inner square portions, E, having horizontal slots G and vertical slots H, vertical nutted bolts J, and horizontal nutted bolts I, having hooks K, adapted to have the draft-chains attached to them, substantially as and for the purpose shown and set forth.

In testimony that I claim the foregoing as my own I have hereunto affixed my signature in presence of two witnesses.

JOHN M. BROSIUS.

Witnesses:

ROBT. S. PRICE,
S. PETERMAN.