(No Model.)

2 Sheets—Sheet 1.

E. PRESCOTT.

RUNNING GEAR.

No. 277,780. Patented May 15, 1883.

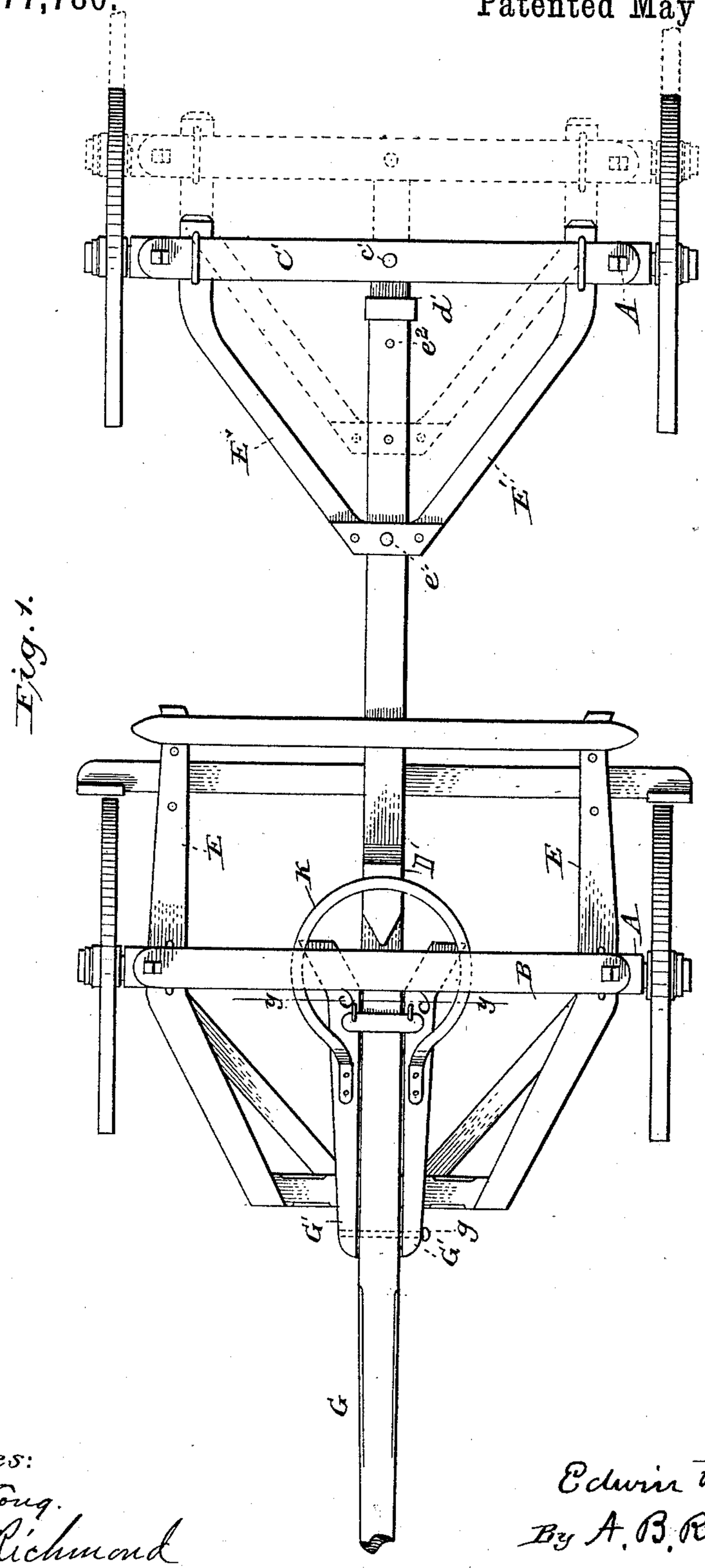

Fig. 1.

Witnesses:
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(No Model.)

2 Sheets—Sheet 2.

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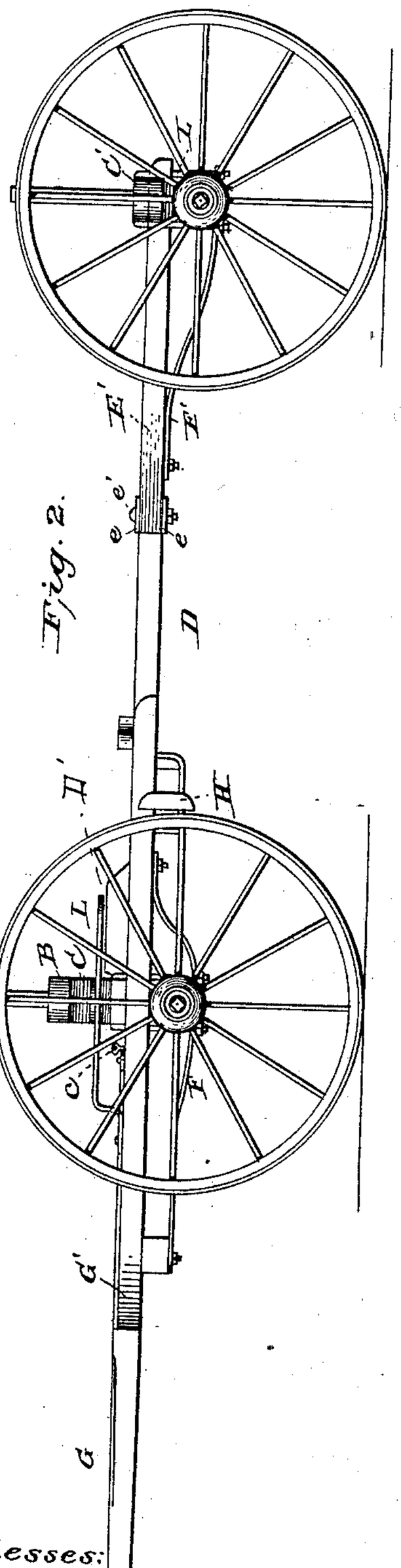

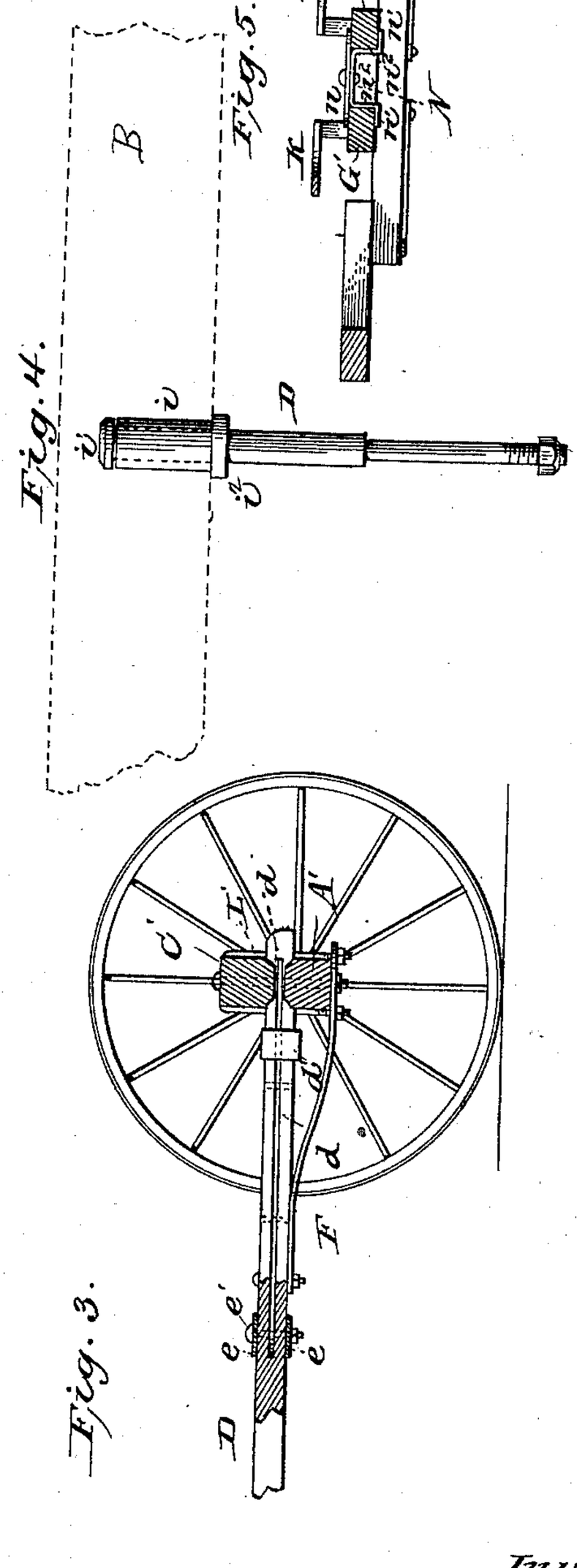

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UNITED STATES PATENT OFFICE.

EDWIN PRESCOTT, OF SPRINGBOROUGH, PENNSYLVANIA.

RUNNING-GEAR.

SPECIFICATION forming part of Letters Patent No. 277,780, dated May 15, 1883.

Application filed September 25, 1882. (No model.)

To all whom it may concern:

Be it known that I, EDWIN PRESCOTT, residing at Springborough, in the county of Crawford and State of Pennsylvania, have invented certain new and useful Improvements in Wagon-Gears; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to the running-gear of wagons.

The objects of my invention are to make the reach adjustable from the rear of the gear, to convert the tongue from a rigid to a limber or loose tongue, to improve the manner of attaching the king-bolt, and to provide the bolster with a support.

My invention consists of parts and combination of parts, all as will more fully appear from the following description and claims.

Referring to the drawings, Figure 1 represents a top plan view; Fig. 2, a side elevation; Fig. 3, a sectional view of the rear axle and part of the reach; Fig. 4, an elevation of the king-bolt; and Fig. 5, a cross-section in the rear of the front axle, looking toward the tongue.

A A′ represent the axles; B, the bolster; C, the front sand-board; C′, the rear sand-board; D, the reach; E, the front hounds; E′, the rear hounds; F, the front braces; F′, the rear braces; G, the tongue; H, the brake-shoe; I, the king-bolt. The front axle, A, hounds E, sand-board C, and brace are held together by means of clips L L, the top of each of which fits within a depression in the top of sand-board C, and extends down on each side of the sand-board and axle and through the hounds and braces. The latter serves as bar or bearing-surface for the nuts, which are screwed upon the ends of the clip for holding the parts together. Similar clips, L′, hold the rear axle, sand-board, hounds, and braces together.

By using clips the necessity for mortising the parts together is obviated, and by dispensing with mortises and gains each of the parts will remain solid, and therefore much stronger, and the danger of the wood rotting because of moisture entering between the joints is obviated. The end of reach D is provided with a strip of metal, *d*, which is loosely inserted in a slit formed by splitting the end of the reach and embracing it with a collar or band, *d′*. The other end of strip *d* is inserted in a gain, d^2, in the under side of the sand-board C′. This obviates the necessity of mortising and thereby weakening the rear axle. This end of strip *d* is provided with a slot for a bolt, *c′*, which passes through the sand-board C′ and axle A′. The rear hounds, E′, are attached together at their forward end by means of two plates, *e*, forming a space for reach D to pass through. A bolt, *e′*, passing through the strip and reach prevents the latter from moving. To adjust the reach it will only be necessary to withdraw bolt *e′* and move rear truck backward or forward, as desired. Strip *d* will adjust itself in the end of the reach. When the reach has been adjusted, bolt *e′* should be inserted in one of the perforations e^2, of which there may be any number. The dotted lines in Fig. 1 represent one of the positions to which the rear truck can be shifted. The forward end of the reach is provided with a bolt-hole, through which the king-bolt passes when the reach is inserted in the space between sand-board C and axle A. Just back of the bolt-hole is a projection or block, D′, which supports the rear of the circle K. The front end of this block is beveled, as shown, so as not to interfere with the movement of the axle. The tongue G is inserted between jaws G′ G′ on the hounds, and is pivoted at *g*. At the end of the slot, between jaws G′ G′, is a clip, N, consisting of an upper plate, *n*, which supports the clip upon the top of the jaws, and a double angle-iron, *n′*, which prevents the clip from being withdrawn from the slot or having vertical motion. It however may be moved longitudinally upon the jaw, as the outer ends of plate *n* and double angle-iron *n′* form grooves n^2. When the clip is slipped forward it fits upon a rabbet cut upon the end of the tongue and prevents the latter from being tilted. When it is desired to have a tilting tongue, the clip is slipped back against the sand-board C. On the jaws, midway between the extreme points to which the clip may be moved, are holes, through which bolts *c c* are passed. These bolts hold the clip in either of the above-described positions, and to change from one to the other it will be necessary to withdraw the bolts, so that the clip may be slid along the jaws G′ G′.

Bolster B is of the usual form, except that the king-bolt is attached to the walls of an opening upon the under side. The king-bolt is of the usual form, except that a loose socket sleeve or cylinder, *i*, is placed below the head *i'*, and is supported by a collar, i^2. The socket is driven into the opening in the bottom of the bolster, which rests upon collar i^2. The bolster will be free to move upon the pin because of the cross-sleeve or socket, while the parts below may be rigidly held by the king-bolt and nut. Attached to the jaws G' G', and extending rearwardly, is the circle K, which rests upon the top of sand-board C, and is supported at its rear by block D' upon reach D. The part of the block upon which the circle rests is provided with a metal plate. A similar plate is placed upon the under side of the bolster to prevent wear upon the parts.

Having thus described my invention, what I claim is—

1. The combination, with a rear truck having a metallic strip fastened between the sand-board and axle, and hounds attached together at their forward end by means of strip having a central perforation and forming a passage for the reach, of said reach, having bolt-holes near and a slit in the rear end for the metallic strip to move in when the truck is adjusted.

2. The combination, with a tongue pivoted at the ends of the jaws, of the jaws having pin-holes and pins near their inner ends, and a clip attached to said jaws and adapted to be moved forward over the inner end of the tongue or backward against the sand-board, for the purpose set forth.

3. The combination, with a bolster having an opening upon its under side, of the king-bolt having head *i'*, collar i^2, and sleeve *i*, confined between the collar and head and rigidly attached to the walls of the opening in the under side of the bolster, substantially as described.

4. The combination, with the axles and sand-board, of a reach having a block with front end beveled immediately back of the front axle, a circle attached to the jaws and resting upon said block, and a bolster having a wear-plate upon its under side and resting upon the circle, for the purpose set forth.

In testimony whereof I affix my signature in presence of two witnesses.

EDWIN PRESCOTT.

Witnesses:

H. M. RICHMOND,

A. B. RICHMOND.