(No Model.)

A. J. BEACH.

RUNNING GEAR.

No. 280,895. Patented July 10, 1883.

Fig 1

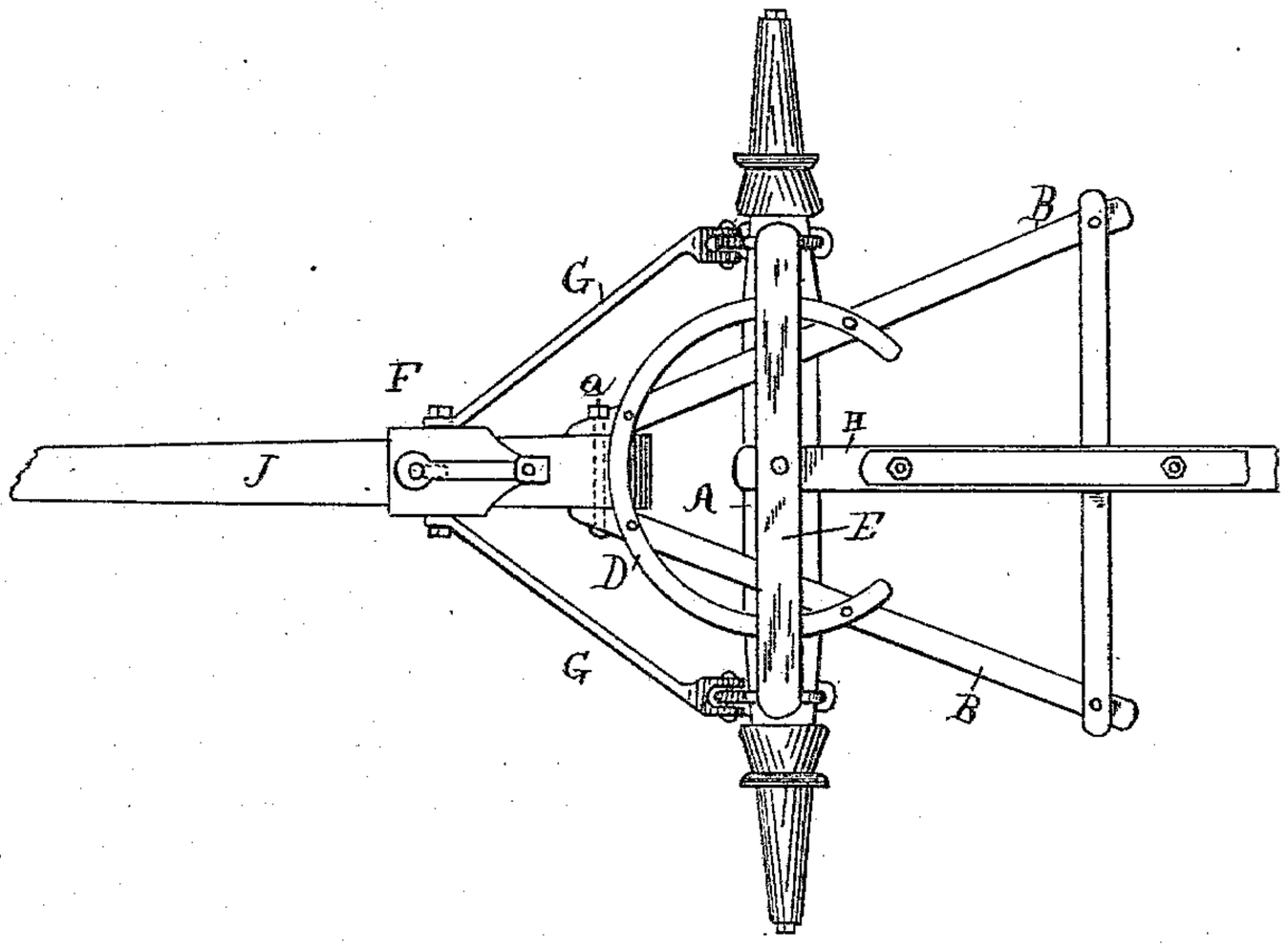
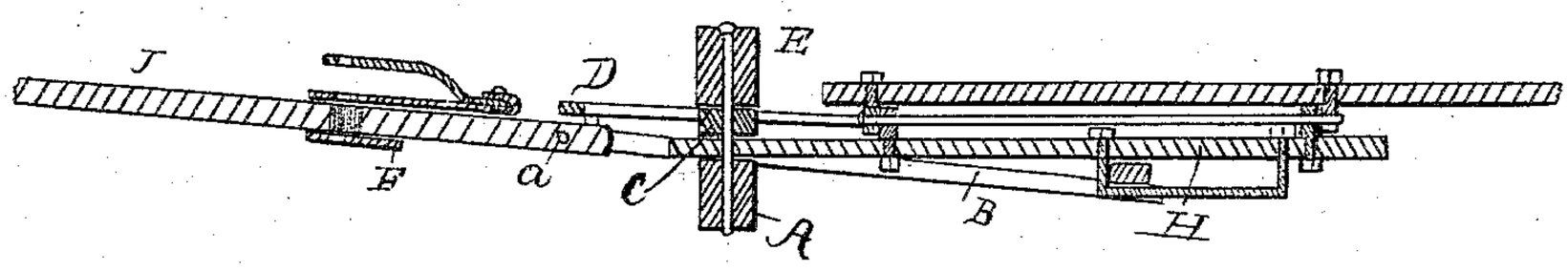


Fig. 2.



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UNITED STATES PATENT OFFICE.

ALLEN J. BEACH, OF FLINT, MICHIGAN.

RUNNING-GEAR.

SPECIFICATION forming part of Letters Patent No. 280,895, dated July 10, 1883.

Application filed April 19, 1883. (No model.)

To all whom it may concern:

Be it known that I, ALLEN J. BEACH, of Flint, in the county of Genesee and State of Michigan, have invented new and useful Improvements in Running-Gear; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to certain new and useful improvements in the construction of running-gear for wagons, whereby the draft is applied directly to the axle, and in the peculiar means for hanging the tongue, all as more fully hereinafter set forth.

This invention is designed particularly as an improvement upon Letters Patent No. 254,104, issued to me February 28, 1882, wherein the draft and tongue are connected to a peculiarly-constructed front portion of the running-gear, while this invention consists in the peculiar construction and arrangement of parts as connected to the ordinary gear in common use.

Figure 1 is a top plan of my improved running-gear, and Fig. 2 is a vertical central section.

In the accompanying drawings, A represents the front axle, provided with and surmounted by the hounds B, sand-board C, circle D, and bolster E, all of the ordinary construction, except that the forward ends of the hounds are brought near together, and between which ends the end of the so-called "slip-tongue" is pivotally hung by means of the anchor-bolt *a*.

F represents the sleeve which embraces the tongue and has a sliding movement thereon, and this sleeve is connected to the axle by the draft-rods G, the rear ends of which are pivotally secured in any proper manner at or near the base of the axle-arms. The whiffletrees are secured to the sleeve F, beneath the hammer-strap, by means of an ordinary bolt, which passes down through an elongated slot or hole in the tongue J, by means of which the draft may be applied directly to the axle through the medium of the draft-rods without exerting any drawing force upon the tongue.

H represents a draw-bar, the forward end of which is pivotally secured between the sand-board and the upper face of the axle by means of the king-bolt, which secures the bolster, sand-board, and axle together, such draw-bar extending rearwardly beyond the sway-bar of the hounds, and is provided at its rear portion with a suitable clip or loop which embraces such sway-bars; or, if desired, the ordinary safety-hook may be employed; or a double sway-bar may be employed to embrace the draw-bar, this connection merely being for the purpose of holding the rear end of such draw-bar in its proper relative position to the hounds and sway-bar and preventing a vertical displacement. To this draw-bar is pivotally secured the forward end of a reach which is connected to the rear portion of the running-gear, but which latter forms no portion of the present application, and hence I neither show it in the drawings, nor go into detailed description of its construction.

It will readily be observed that the forward ends of the hounds need not necessarily be brought sufficiently close together for the purpose of pivotally hanging the inner end of the tongue J, as it is evident that such ends of the hounds may be secured together by a proper plate or girt, to which the tongue may be pivotally secured; or a hanger similar in construction to the hanger as described in my before-mentioned Letters Patent may be employed for this purpose without departing from the spirit of my invention, the principle feature of which is that the force employed necessarily in backing the vehicle shall be brought to bear directly upon a rigid structure in advance of the axle, and which is secured rigidly to the axle, in this means relieving the draft-rods G from performing any function excepting that for which they are especially designed—to wit, of transferring the draft directly from the draft-connection to the axle at points near the base of the axle-arms. By this construction it will be observed that all undue swaying of the tongue is obviated, from the fact that its rear end is secured to a rigid portion of the running-gear in advance of the axle, its only movement independent of which is vertically radial, and that it must necessarily follow that the pole is kept in a direct line of the travel of the fore running-gear; and it will also be observed that in this construction the weight of the pole upon the horses is very materially lessened over the ordinary constructions.

I am aware of Patent No. 105,411, of 1870, and the construction therein set forth is not sought to be covered in this application.

What I claim as new is—

In combination with the axle A and tongue J, the hounds B, secured to the end of the tongue by the bolt *a*, the sleeve F, perforated to receive the draft-bolt, said perforations corresponding with an aperture in the tongue of larger dimensions, and the rods G, connecting said sleeve F with the axle-clips, as and for the purposes set forth.

ALLEN J. BEACH.

Witnesses:

CHARLES J. HUNT,

H. S. SPRAGUE.