

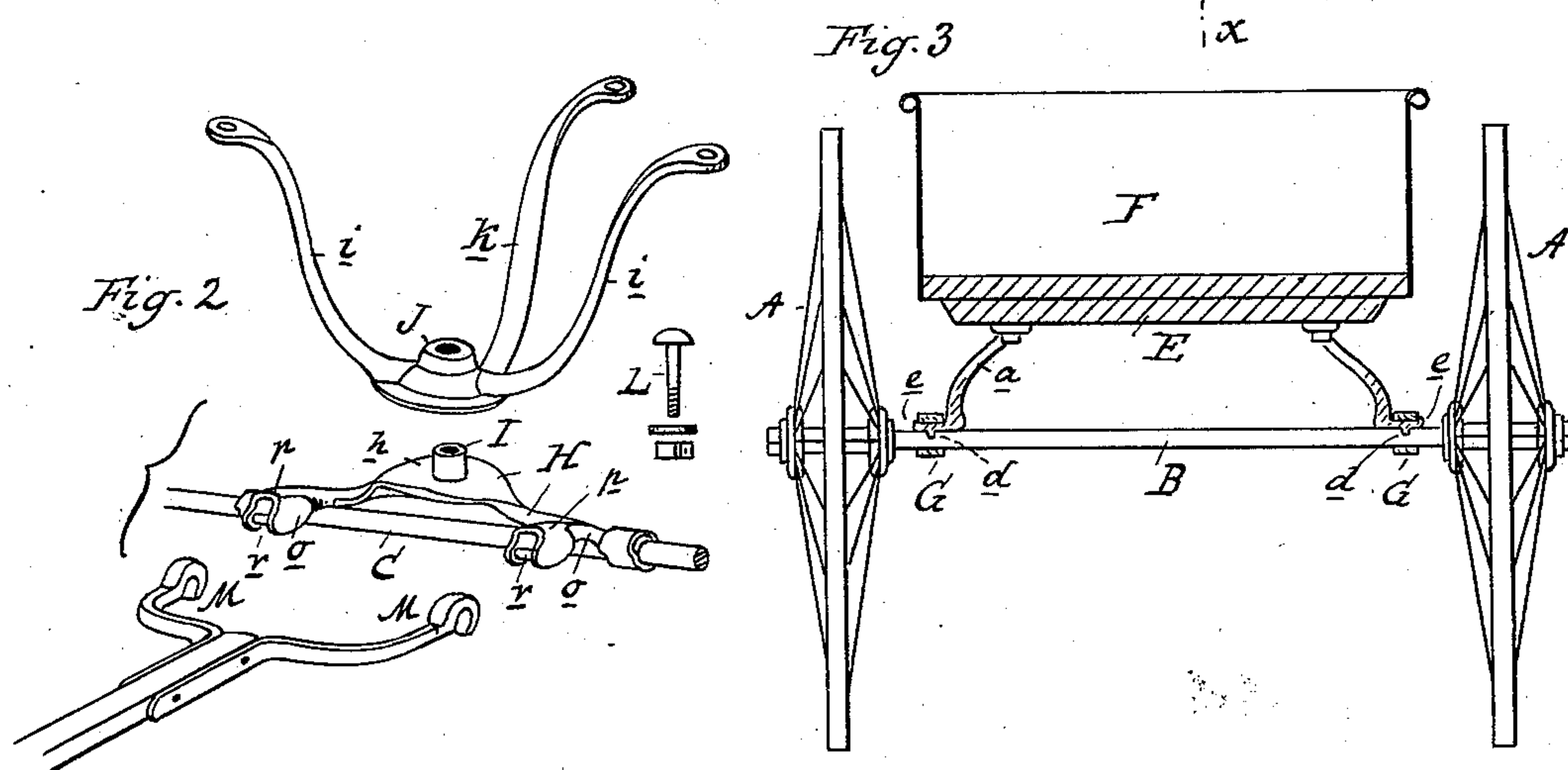
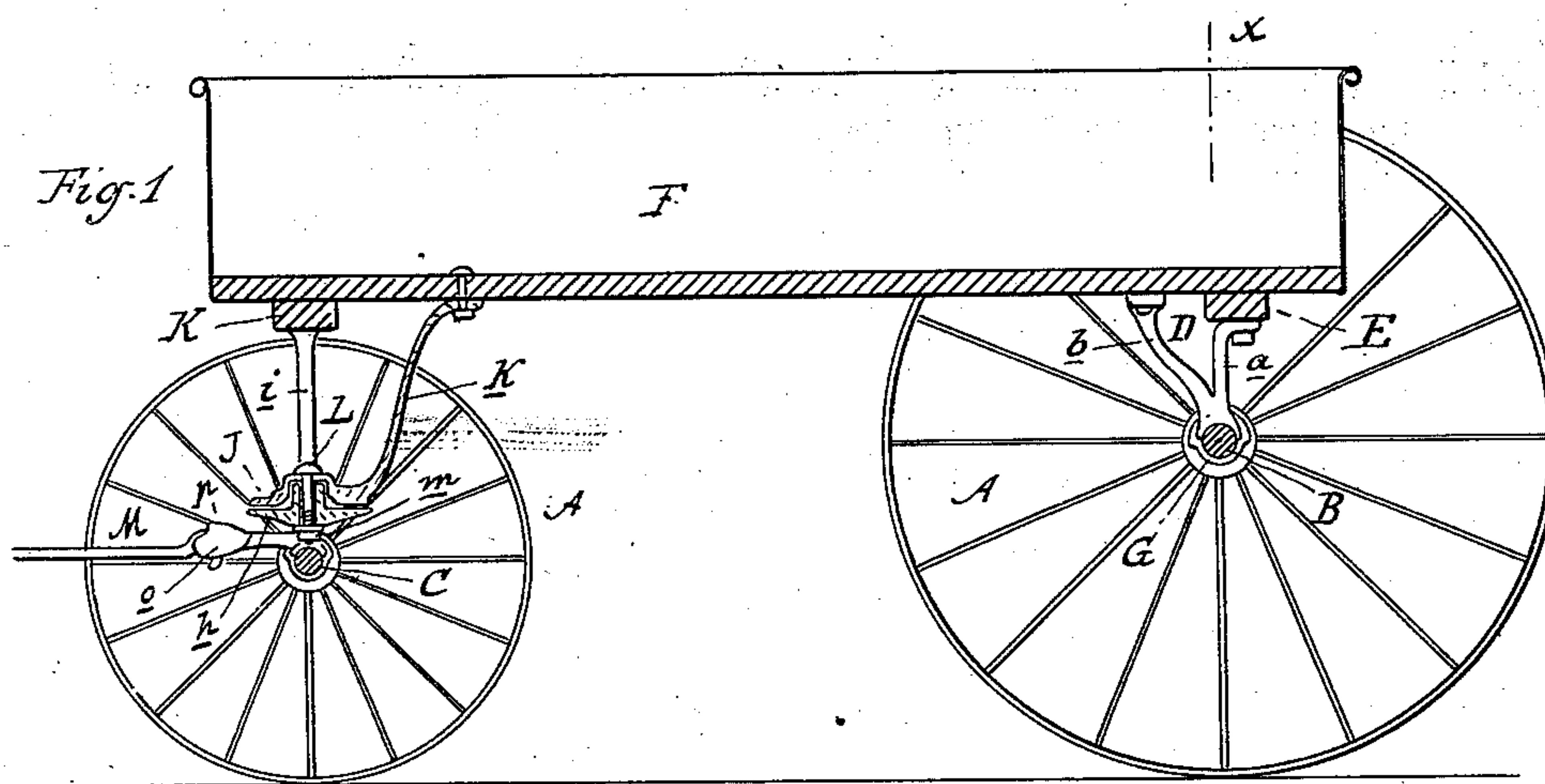
(No Model.)

P. GENDRON.

WAGON RUNNING GEAR.

No. 298,078..

Patented May 6, 1884.



Attest:

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by his Atty. Thos. S. Sprague,

UNITED STATES PATENT OFFICE.

PETER GENDRON, OF TOLEDO, OHIO, ASSIGNOR TO THE GENDRON IRON WHEEL COMPANY, OF SAME PLACE.

WAGON RUNNING-GEAR.

SPECIFICATION forming part of Letters Patent No. 298,078, dated May 6, 1884.

Application filed August 1, 1883. (No model.)

To all whom it may concern:

Be it known that I, PETER GENDRON, of Toledo, in the county of Lucas and State of Ohio, have invented new and useful Improvements in Wagons; 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.

10 This invention relates to certain new and useful improvements in the construction of wagons of that class usually denominated "boys' express-wagons."

15 The invention consists in the peculiar construction of devices for securing the axles to the body, in the peculiar construction of the front running-gear, and in the construction, arrangement, and combinations of the various parts, all as more fully hereinafter described.

20 Figure 1 is a longitudinal vertical central section. Fig. 2 is a perspective view of the front truck. Fig. 3 is a vertical cross-section on the line *x x*.

25 In the accompanying drawings, which form a part of this specification, A represents the wheels, which are mounted upon the axles B C.

30 D represents supporting-jacks, the short arms, *a*, of which are secured to the cleat E, while the longer arms, *b*, are secured to the floor of the box. The arms *b* act as braces and stays to the arms *a*, and are cast integral therewith, the two combined forming the jack. The lower end of the jack is provided with an outwardly-projecting flange or toe, *e*, the under face of which is concave, so as to fit snugly upon the round axle B. A downwardly-projecting stud, *d*, is cast upon the foot of the jack, said stud entering a hole in the top of the axle, the jack and axle being secured together by a ferrule, G, which is held in place by upsetting the projecting end of the toe *e* outside the ferrule. By this manner of securing the parts together, when a round axle is used the stud *d* prevents the turning or any lateral displacement of the axle.

45 To the front axle, C, I secure the bolster H, such bolster being secured in place by means of ferrules and studs, substantially in the same manner above described for securing the rear jacks upon the rear axles. At the longitudinal center of this bolster is formed the circular

bearing-plate *h*, the upper face of which is crowning or arched in the longitudinal direction of the bolster. From the center of this bearing-plate *h* there rises a circular stud, I, 55 which projects up into the center of the plate J, the under face of the latter being straight or flat, and is provided with arms *i i* and *k*, the free ends of the former of which are secured to the cleat K, while the latter is secured to 60 the floor of the box and acts as a brace and stay to the arms *i*.

L is the king-bolt, which passes through a central hole in the plates *h* and K and through the stud I, and is retained in place by a nut, 65 *m*, upon its lower end, between which and the outer face of the plate *h* is placed an elastic washer. By this manner of constructing the front gear the draft is applied or exerted upon the stud I, and not upon the king-bolt, 70 the only office of which is to retain the parts in their relative positions. The bolster has cast integral with it the forwardly-projecting ears *o* in pairs, the opening at the top of each pair being closed by the cap *p*. A bolt or 75 pivot, *r*, connects the lower outer corners of the ears *o*, and this bolt is preferably cast as an integral part of the ears.

M is a hook-iron, designed to be secured to the end of a pole in any convenient manner. 80 To engage the hook with the bolt *r*, the front end of the wagon is raised until the hook can be easily inserted between the ears and the hook slipped over the bolt, and when the wagon is in a horizontal position these parts 85 cannot accidentally be disengaged.

F is the wagon body or box, which is made of sheet metal bent to the desired form and secured to a wooden floor. In the upper edge of this box I form a bead in which is secured 90 a strengthening-wire.

I make no claim to this wagon body or box in this application, but reserve the right to make it the subject-matter of a separate application. 95

By this manner of constructing a wagon I provide a device that is strong and light and quite inexpensive in point of manufacture.

I am aware of Patent No. 284,206, and make no claim to the construction shown therein. 100

What I claim as my invention is—

1. In combination with the axle C, the bol-

ster H, provided with a bearing-plate, *h*, having its ends recessed to fit the axles, and adapted to be secured thereto by means of studs engaging therewith, and to be held in place by ferrules, substantially as described.

2. In a wagon, the combination of the axle C and bolster H, provided with the bearing-plate *h* and upwardly-projecting stud I, constructed substantially as described, with the plate J, having arms *i i k*, adapted to be secured to the body, the parts being connected together by a king-bolt, L, substantially as and for the purpose specified.

3. In a wagon, the combination of the axle C and bolster H, provided with the bearing-plate *h* and upwardly-projecting stud I, constructed substantially as described, with the plate J, having arms *i i k*, king-bolt L, and elas-

tic washer, when constructed, arranged, and operating substantially in the manner and for the purposes set forth.

4. In combination with the ears *o*, forming an integral part of the bolster H, the hook shaft-iron M, substantially as and for the purposes described.

5. In a wagon, and in combination with the axle C, the bolster H, provided with bearing-plate *h* and stud I, and having cast integral therewith the ears *o*, pivots *r*, and caps *p*, substantially as described, and for the purpose specified.

PETER GENDRON.

Witnesses:

E. SCULLY,

H. S. SPRAGUE.