

(No Model.)

A. K. WILSON & B. F. HOLDER.

RUNNING GEAR FOR VEHICLES.

No. 327,371.

Patented Sept. 29, 1885.

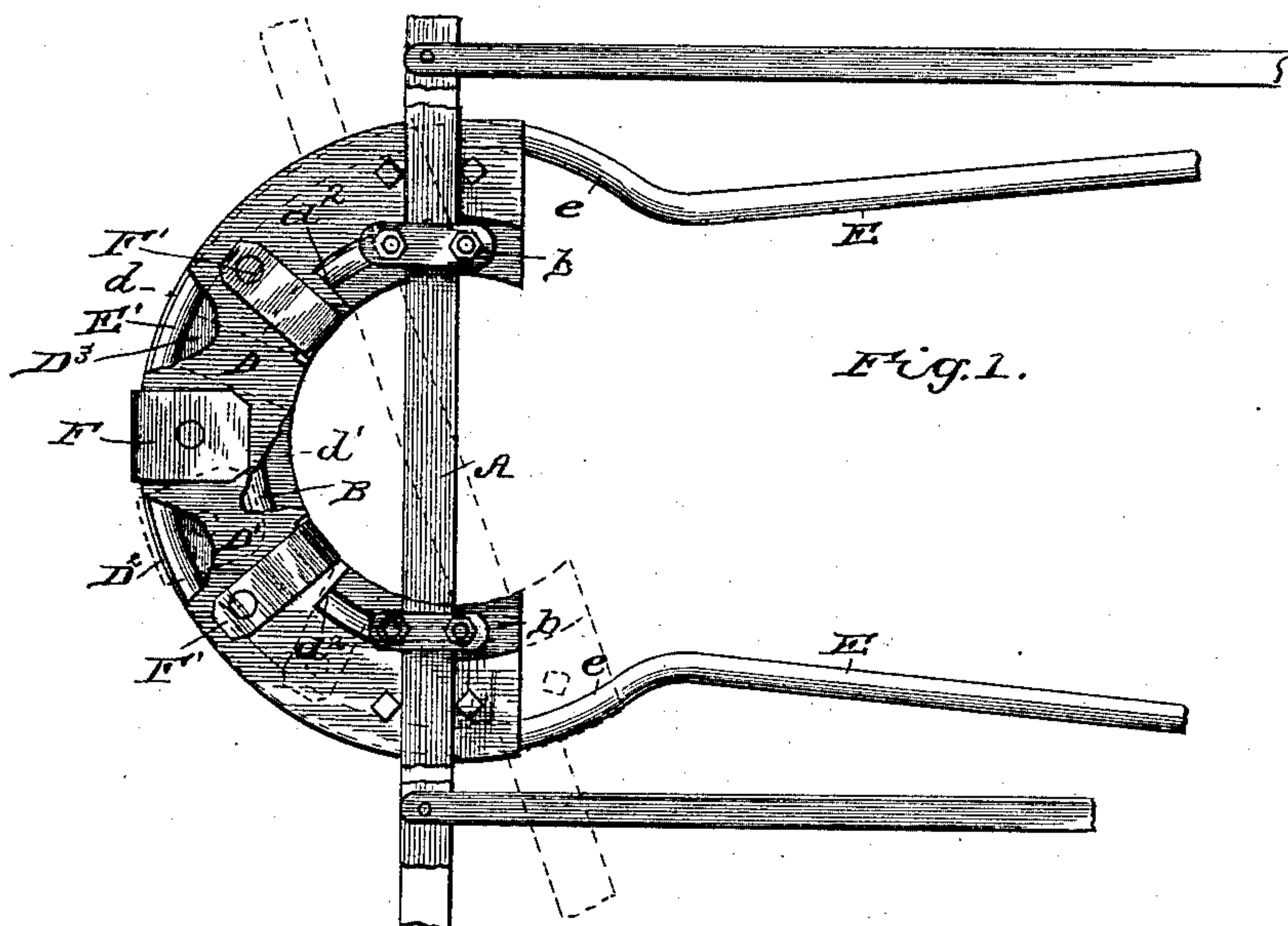


Fig. 1.

Fig. 2.

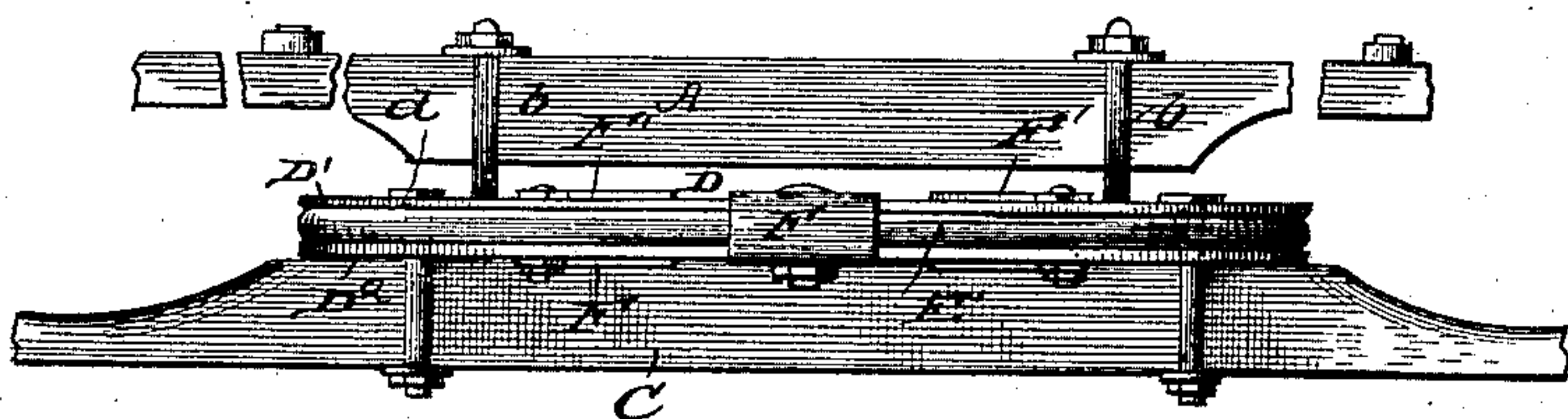
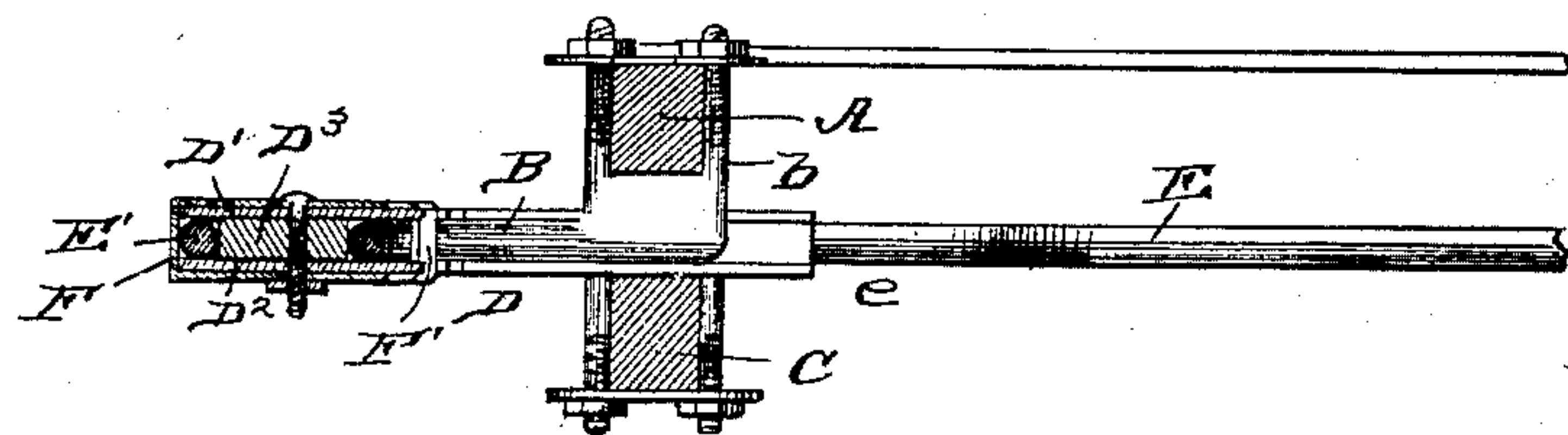


Fig. 3.



WITNESSES:

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RUNNING-GEAR FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 327,371, dated September 29, 1885.

Application filed August 3, 1885 (No model.)

To all whom it may concern:

Be it known that we, ALEXANDER K. WILSON and BENJAMIN F. HOLDER, citizens of the United States, residing at Valdosta, in the county of Lowndes and State of Georgia, have invented a new and useful Improvement in Running-Gears for Vehicles, of which the following is a description.

This invention is an improvement in running-gears for vehicles; and it consists in certain novel constructions, combinations, and arrangements of parts, as will be hereinafter described and claimed.

The class of running-gears to which the invention particularly relates is that in which the reach is made with two arms and curves forward in advance of the axle.

In the drawings, Figure 1 is a plan view of a portion of a running-gear constructed according to our invention with dotted motions, parts of the top keeper-plate being broken away. Fig. 2 is a front view of same; and Fig. 3 is a detached vertical section drawn through the guide or keeper, the axle, and the head-block.

The head-block A may serve as a support for side springs or for a front elliptical spring, as desired. This head-block, in connection with a reach and a suitable rear axle, forms the body-supporting frame. To the head-block we clip, at *b b*, a curved bar, B, which extends forward from the head-block, as shown. The axle C is located vertically below the head-block, and to it we fix the guide or keeper D, which extends forward, as shown. This guide is provided in its front edge with a groove or way, *d*, and in its rear edge with a groove or way, *d'*. In practice it is preferred to form the guide of three pieces—an upper plate, D', an under plate, D², and an intermediate curved bar, D³, bolted together. The upper and under plates project in front and rear of the intermediate bar and form the grooves or ways aforesaid. The upper plate, D', is shouldered at *d''* on its rear edge, and such shoulders in operation engage the clips *b*, which form stops and limit the motion of the axle in both its directions of movement.

The double-armed reach E is projected in

advance of the axle C, and is curved at its forward end, E', in the arc of a circle, and such curved end fits in the groove or way *d*, and may be braced therein by a clip-plate, F, as shown. The arms of the reach have their portions *e* immediately in rear of the axle curved in a common arc with the portion E'. By this curvature of the arms in rear of the axle a larger bearing-surface is formed for the guide, and such bearing extends on both sides of the axle, rendering the device stronger and easier of movements, as well as furnishing a larger bearing for the guide when it with the axle is turned to one or the other side.

The curved bar B fits and is held in the rear way, *d'*, of the guide or keeper. Where desired, clip-plates F F' may be employed to brace the bar B in its way *d'*.

By the described construction it will be seen the head-block is located vertically over the front axle, and the weight of the body and its contents is borne directly on such axle, and the use of a king-bolt is avoided, the reach, guide or keeper, and curved bar of the head-block forming a fifth-wheel.

The construction of the parts is simple, and the iron-work may be conveniently made by a smith with the usual tools of the trade.

Having thus described our invention, what we claim as new is—

1. The combination of the axle, the guide and keeper secured thereto, the head-block having a curved bar held in said guide, and the reach having a curved portion, also held in said guide, substantially as set forth.

2. The combination, with the axle and the guide or keeper having concentrically-curved ways in its front and rear edges, of the body-supporting frame having curved rods secured in said ways, substantially as set forth.

3. The combination of the axle, the head-block, the reach having a curved forward end, and the guide or keeper provided with a way for said reach, and having its rear edge shouldered, whereby to engage stop projections on the head-block, substantially as set forth.

4. The combination of the axle, the guide and keeper-plate secured thereto and provided with front and rear concentric ways, the body-supporting frame having a head-block

and a double-armed reach, the said reach being extended in advance of the axle, with its front end curved in the arc of a circle, and having the portions of its arms immediately
5 in rear of the axle curved concentrically with its forward portion, and the curved bar secured to the head-block and held in the guide

or keeper, all arranged and operating substantially as and for the purposes specified.

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