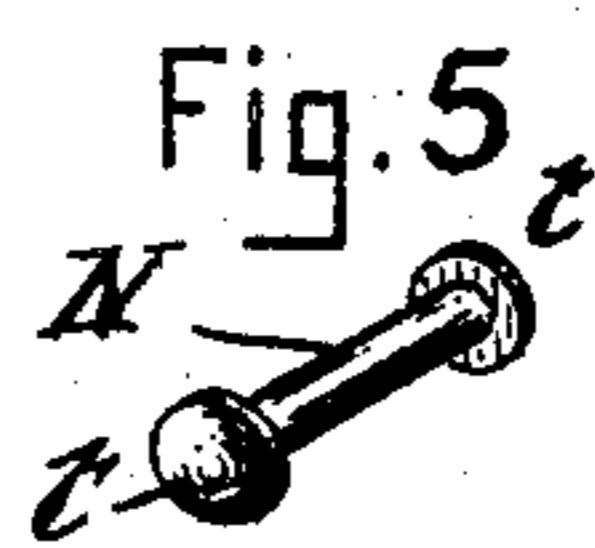
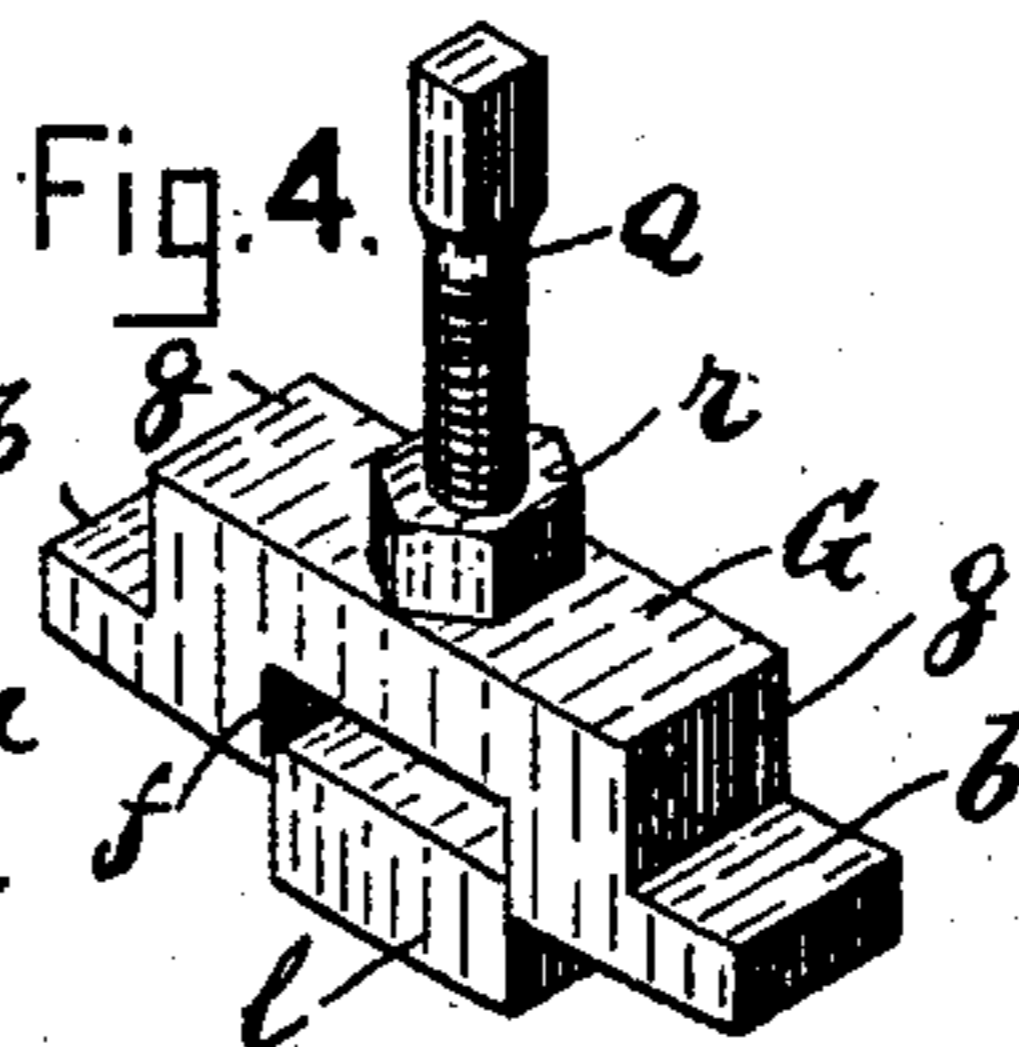
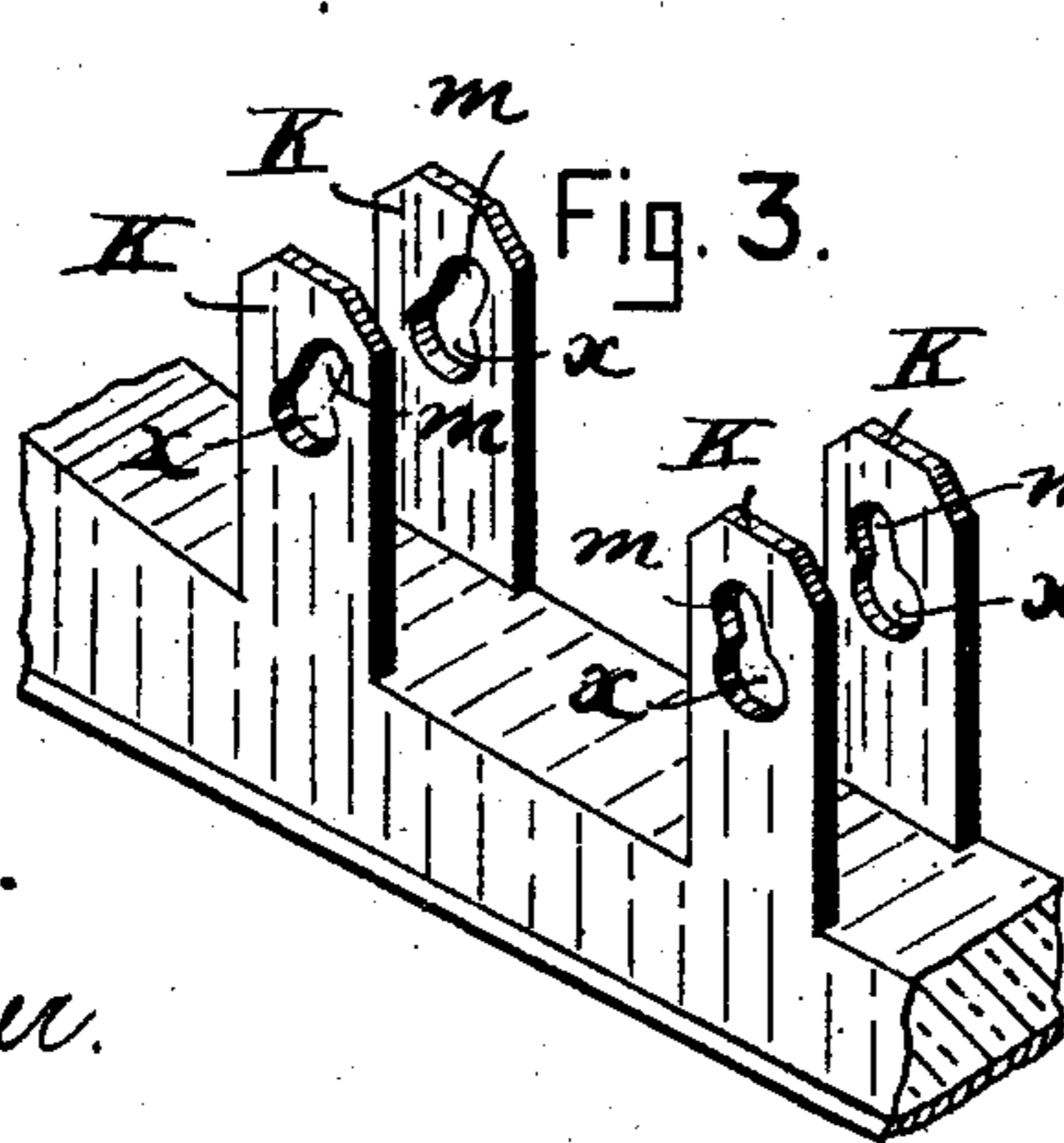
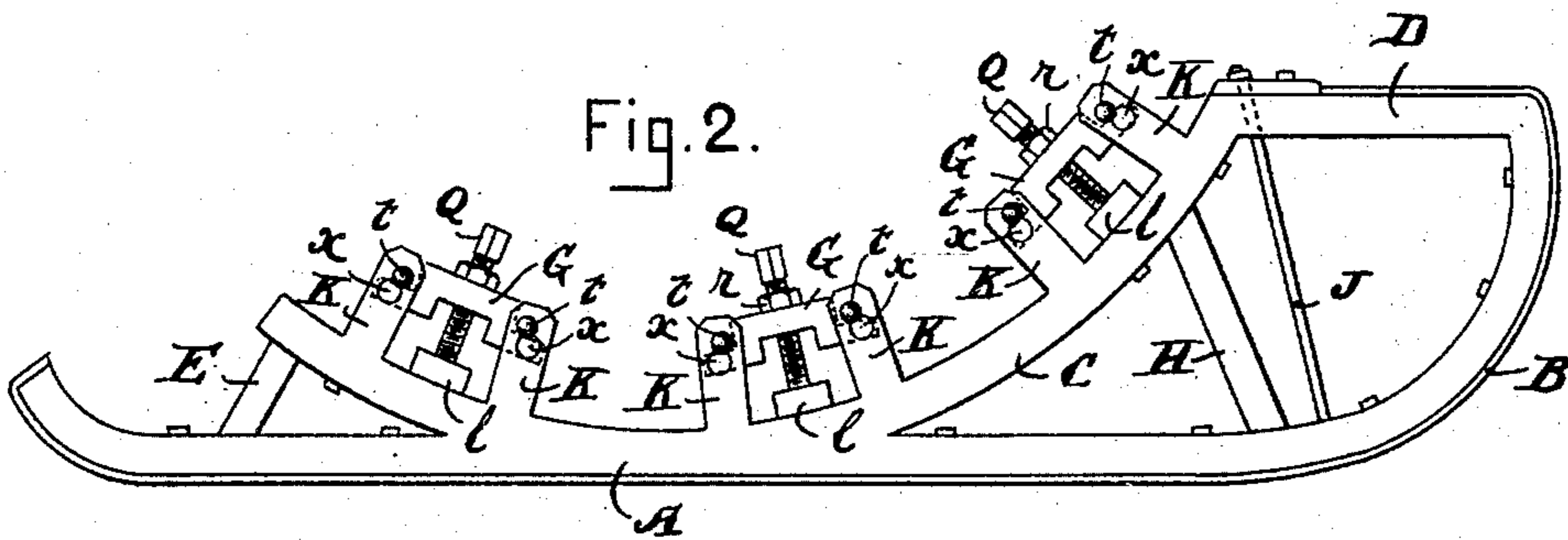
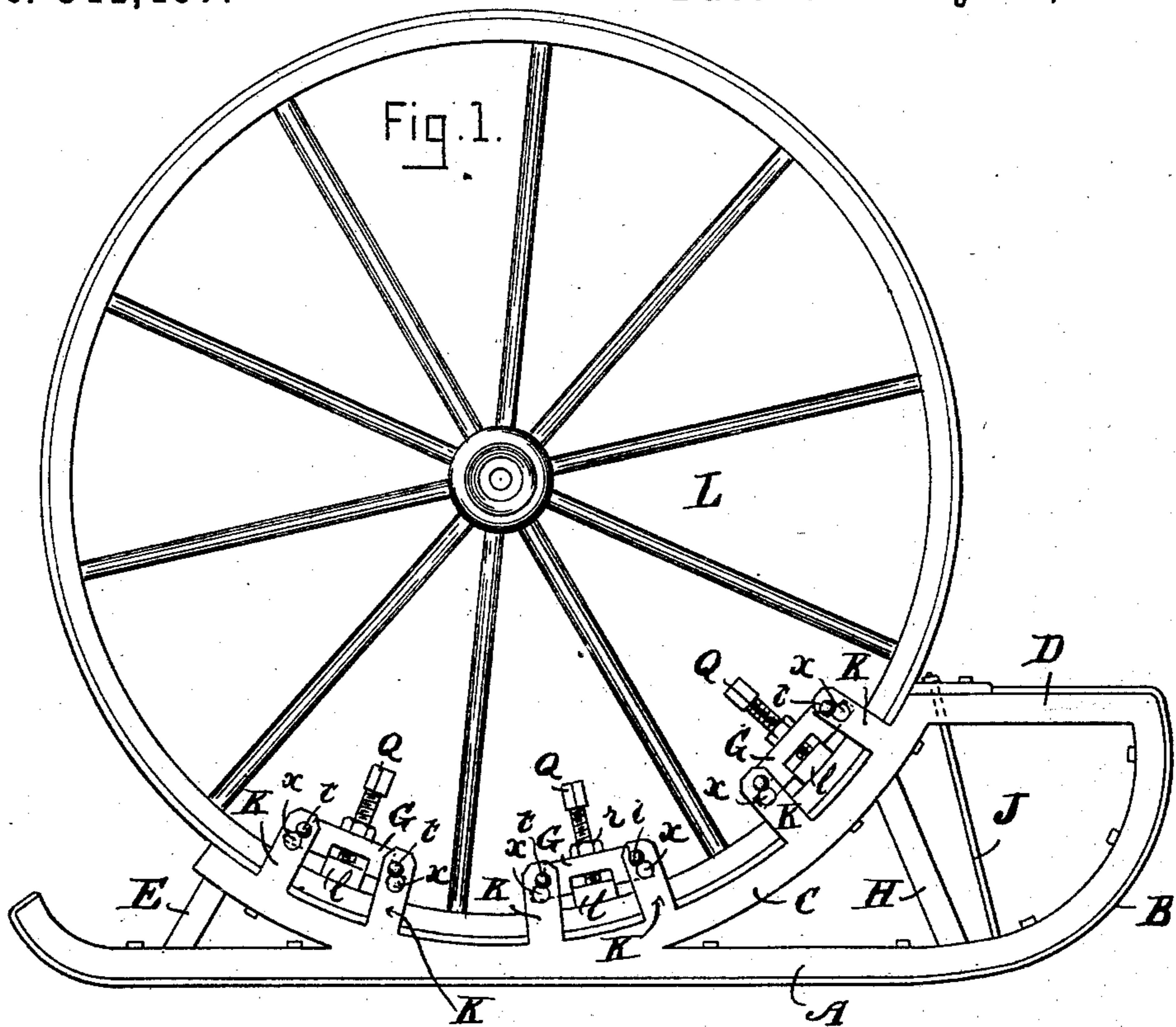


(No Model.)

J. FAUCHER.  
RUNNER FOR VEHICLES.

No. 341,467.

Patented May 11, 1886.



Witnesses.

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# UNITED STATES PATENT OFFICE.

JULES FAUCHER, OF LAWRENCE, MASSACHUSETTS.

## RUNNER FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 341,467, dated May 11, 1886.

Application filed March 29, 1886. Serial No. 196,993. (No model.)

*To all whom it may concern:*

Be it known that I, JULES FAUCHER, of Lawrence, in the county of Essex, State of Massachusetts, have invented a certain new and useful Improvement in Runners, of which the following is a description sufficiently full, clear, and exact to enable any person skilled in the art or science to which said invention appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side elevation of one of my improved runners, represented as attached to the wheel of a carriage; Fig. 2, a side elevation of the runner detached from the wheel; Fig. 3, a diagram showing a portion of the runner and a set of the guards, and Fig. 4 a perspective view of the clamp detached. Fig. 5 is a detail view.

Like letters of reference indicate corresponding parts in the different figures of the drawings.

My invention relates to the class of runners which are employed with wheel-vehicles when it becomes necessary to use the same on snow, being known in some sections of the northern states as "wheel-runners;" and it consists in the novel construction and arrangement of parts, as hereinafter more fully set forth and claimed, the object being to produce a simpler, cheaper, and more effective device of this character than is now in ordinary use.

The nature and operation of the improvement will be readily understood by all conversant with such matters from the following explanation, its extreme simplicity rendering an elaborate description unnecessary.

In the drawings, A represents the runner proper, which is shod, in the usual manner, with a steel shoe, B. A curved seat, C, is mounted on the runner A, said seat being connected at its forward end to the runner A by the bars D, and supported at its rear end by the standard E. A standard, H, and rod J are also employed to strengthen the framework of the runner. Projecting upwardly from the seat C there are six pairs of guards, K, one member of each pair being disposed at either side of said seat. Two pairs of the guards K are disposed at one end of the seat C, two pairs at the other end, and two pairs

at the center; but those at the center may be omitted, if desired. Each of the guards K is provided with a hole, *x*, near its top, and opening into each of said holes there is an inclined slot, *m*, the upper ends of the slots being inclined inwardly—that is to say, the slots in either pair of the guards have their upper ends inclined toward the nearest adjoining pair of guards. A bar, N, having a head, *t*, at either end, is provided for each pair of the guards K, the bars being disposed in the holes *x*, each of said holes being of slightly greater diameter than the diameter of the respective heads *t*. A clamp, G, is provided for each two pairs of the guards, said clamps each having a projecting lip or flange, *b*, at either end, and a recess or cavity, *f*, on the under side at the center, in which a block, *l*, is placed. A screw, Q, provided with a check-nut, *r*, passes centrally through the clamp and rests on the block *l*.

In the use of my improvement the wheel L is placed on the seat C of the runner A, between the guards K. One of the blocks *l* is then placed on the felloes of the wheel between each two adjoining pairs of the guards, and a clamp, G, placed over the block. A bar, N, is then inserted in the holes *x* of each pair of the guards, above the lips *b* of the clamp, and the screws Q turned down firmly against the blocks *l*, the check-nuts *r* being afterward turned onto the screw to prevent them from accidentally unscrewing. As the screws Q are turned down, the clamps G are raised and the bars N forced upwardly into the inclined slots *m* of the guards, said slots being narrower than the heads of the bars, and thus preventing their escape. The blocks *l* are designed to prevent the screws from injuring the felloes of the carriage, and they may be composed of wood or any other suitable substance for that purpose. The shoulders *g* of the clamps strike the bars N when the clamps are raised to their fullest extent, and thus prevent them from escaping from between the guards K.

Having thus explained my invention, what I claim is—

1. The improved runner herein described, the same consisting of the runner proper, A, seat C, having the guards K, provided with the holes *x* and inclined slots *m*, the bars N, provided with the heads *t*, and the clamp G,

having the lips *b* and screw *Q*, constructed, combined, and arranged to operate substantially as described.

2. In a runner of the character described,  
5 the seat *C* and guards *K*, provided with the holes *x* and inclined slots *m*, in combination with the bars *N*, having the heads *t*, clamp *G*, having the lips *b*, shoulders *g*, and cavity *f*,

screw *Q*, provided with the set-nut *r*, and the block *l*, substantially as and for the purpose is set forth.

JULES FAUCHER.

Witnesses:

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