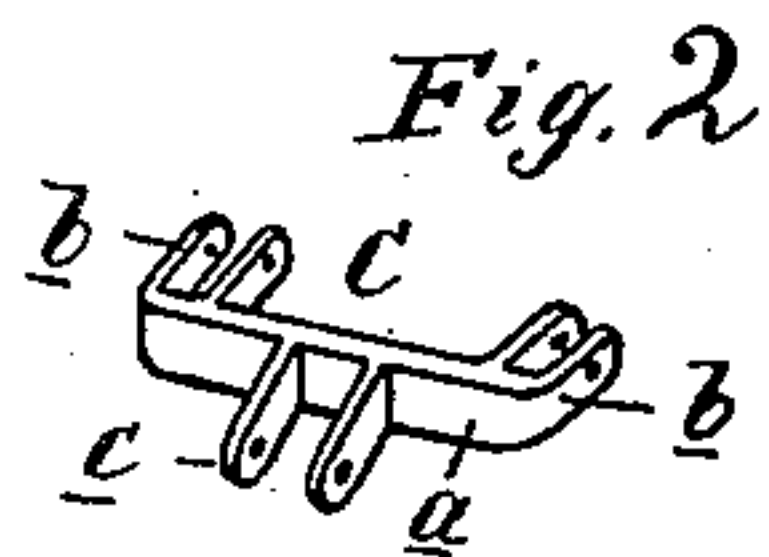
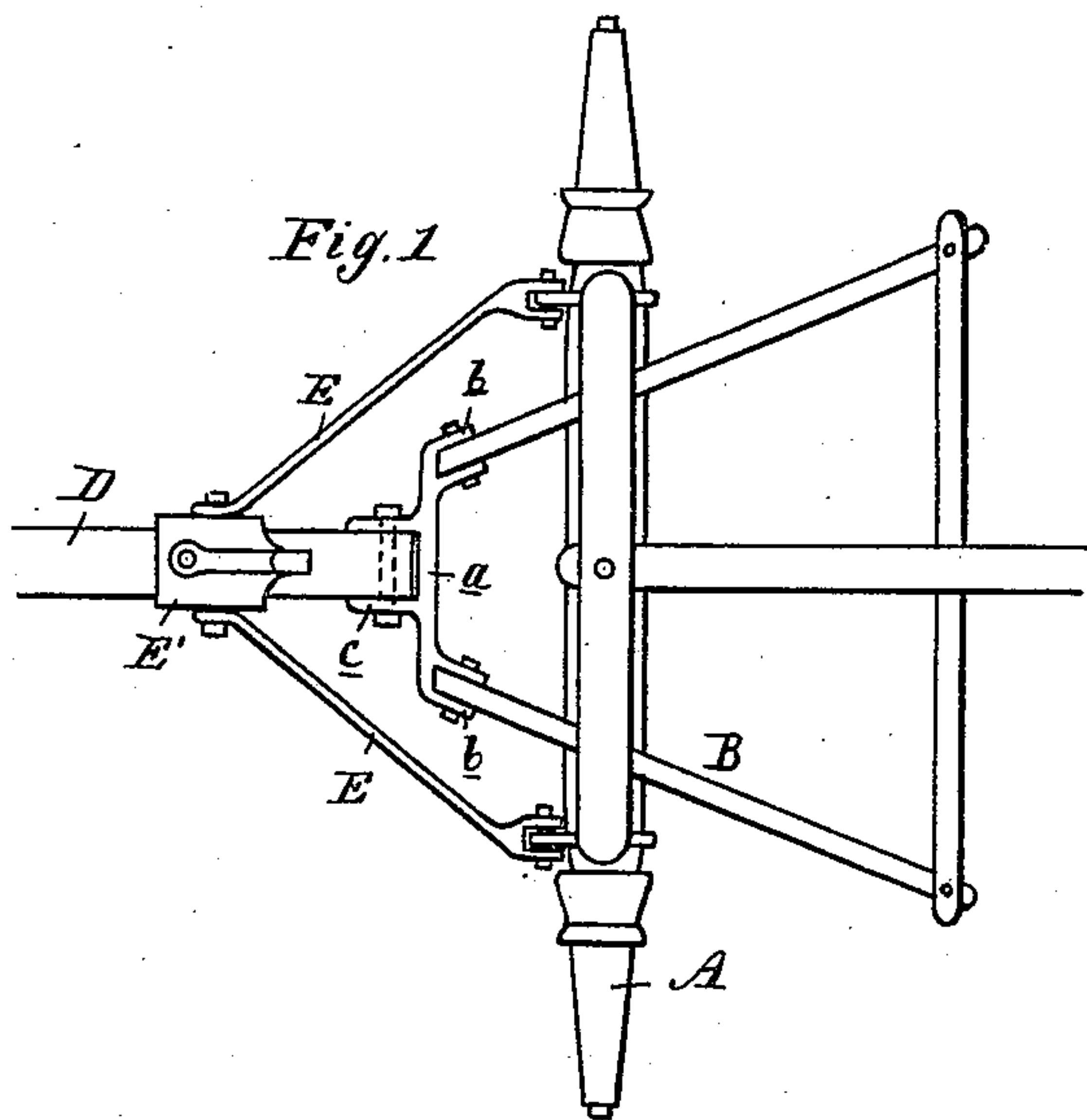


(No Model.)

J. H. WHITING.
RUNNING GEAR FOR WAGONS.

No. 345,201.

Patented July 6, 1886.



Attest:
John Schuman.
[Signature]

Inventor:
James H. Whiting.
by his Atty
[Signature]

UNITED STATES PATENT OFFICE.

JAMES H. WHITING, OF FLINT, MICHIGAN.

RUNNING-GEAR FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 345,201, dated July 6, 1886.

Application filed May 10, 1886. Serial No. 201,665. (No model.)

To all whom it may concern:

Be it known that I, JAMES H. WHITING, of Flint, in the county of Genesee and State of Michigan, have invented new and useful Improvements in Running-Gears for 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.

This invention relates to certain new and useful improvements in running-gear for wagons for farm or teaming purposes.

The invention consists in the peculiar construction of the part employed which performs the double office of securing the front ends of the hounds together and of forming a support for the rear end of the tongue, and in the combination of the various parts, all as more fully hereinafter described.

Figure 1 is a plan of the front part of the running-gear of a wagon. Fig. 2 is a perspective view of the casting which secures the front ends of the hounds together and forms a support for the rear end of the tongue.

In the drawings, A represents an axle, and B the hounds, of any of the ordinary and known constructions, and these parts are secured together in the usual manner.

To secure the front ends of the hounds together, the casting C is employed. This casting consists of a bar, *a*, from the ends of which project the bands *b*, adapted to embrace the ends of the hounds on each side, as shown in Fig. 1, where they are secured together by suitable bolts. If preferred, sockets may be employed to take the place of the bands or straps *b*, such sockets being designed to slip over the ends of the hounds, for I consider

either of these methods of securing the bar *a* to the hounds to be within the scope of my invention. Projecting from the front of said bar *a*, and cast integral therewith and with the straps or sockets, are the ears *c*, between which the rear end of the tongue D is secured by a proper bolt, as shown.

To the axle A, by means of suitable clips, and near the shoulders of the axle, the draft-rods E are secured, their forward ends being secured to the sides of the sliding metallic box E', and the box or slide itself is secured to the axle by means of a bolt passing through said slide and a coincident slot through the axle, the whole being so arranged as to bring all the draft on the ends of the axles as nearly as possible near the wheels.

By this construction I am able to apply the draft as described, and support the rear end of the tongue to a wagon having the ordinary square or bent hounds.

What I claim as my invention is—

1. In a running-gear for wagons, and in combination with the hounds thereof, the casting C, consisting of the bar *a*, straps *b*, and ears *c*, cast integral with each other, and performing the double office of securing the front ends of the hounds together and of supporting the rear end of the tongue, substantially as described.

2. In a running-gear for wagons, the combination of the axle A, hounds B, the front ends of which are secured together by the casting C, with the tongue and draft-rods, substantially as specified.

JAMES H. WHITING.

Witnesses:

H. S. SPRAGUE,
CHARLES J. HUNT.