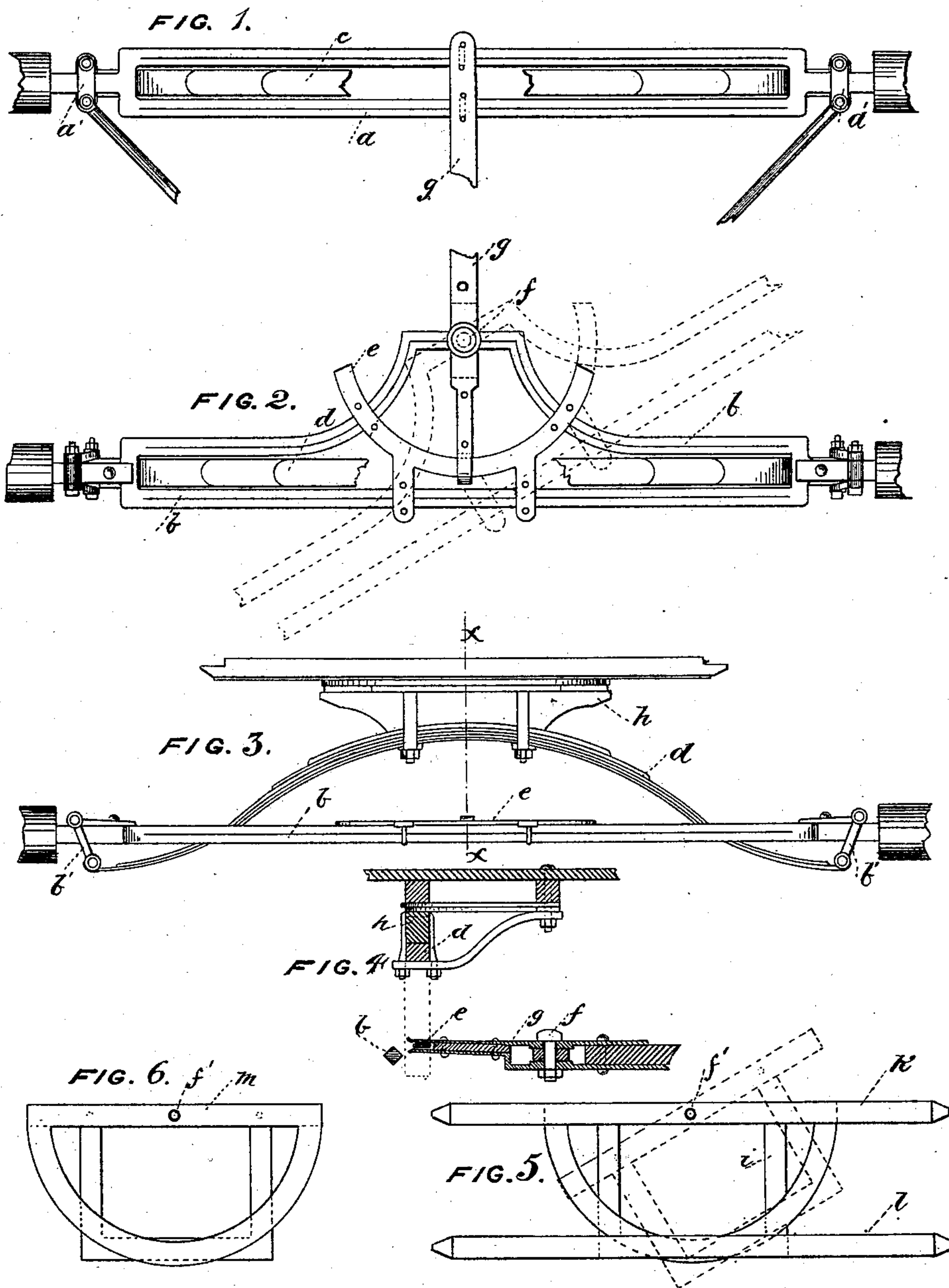


(No Model.)

H. M. STODDARD.
RUNNING GEAR FOR WAGONS.

No. 361,096.

Patented Apr. 12, 1887.



WITNESSES:

Frank J. Willis
William Omedley.

INVENTOR

Henry M. Stoddard
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his ATTORNEYS.

UNITED STATES PATENT OFFICE.

HENRY M. STODDARD, OF DENVER, COLORADO, ASSIGNOR OF ONE-HALF
TO WALL & PURSEL, OF SAME PLACE.

RUNNING-GEAR FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 361,096, dated April 12, 1887.

Application filed November 15, 1886. Serial No. 212,904. (No model.)

To all whom it may concern:

Be it known that I, HENRY M. STODDARD, a citizen of the United States, and a resident of Denver, in the county of Arapahoe and State of Colorado, have invented a new and useful Improvement in Wagon-Gears for Spring-Wagons, of which the following is a specification, reference being had therein to the accompanying drawings, in which similar letters refer to corresponding parts.

Figure 1 is a top view of the rear axle, and Fig. 2 is a top view of the front axle, showing portions of the accompanying parts, the rest being broken away for convenience. Fig. 3 is a front end view of the forward axle, spring, and accompanying parts. Fig. 4 is a vertical section taken on the line *x x*, Fig. 3, as seen from the side of the wagon. Fig. 5 is a top view of the mechanism which rests upon the bolster and supports the wagon-body in front. Fig. 6 is a top view of a portion of the mechanism shown in Fig. 5.

I will designate the rear axle by the letter *a* and the front axle by the letter *b* in the several views.

c represents the rear spring, and *d* the forward spring; *e*, the "fifth-wheel," and *f* the "king-bolt."

It will be observed that both the axles are forked, thus obtaining great durability and strength from a small amount of material, and that the springs pass between the forked portions, their extremities being attached to hangers *a'* and *b'*, said hangers being fastened to the axles near their extremities, as shown.

The rear portion of the front axle extends backward, as shown, and is secured to the reach *g* by the king-bolt *f*, thus allowing a

shorter turn than when said bolt is farther forward. The forward extremity of the reach is so fashioned as to form an opening or slot for the rear portion of axle *b*, as shown in Figs. 2 and 4.

The spring *d* is attached to bolster *h*, as shown, as is also the part *i*, which turns upon a pin or bolt, *f'*, which passes through cross supporting-bar *k*, directly above king-bolt *f*. Part *i* performs the office of an upper fifth-wheel, its position while turning the wagon being shown by dotted lines in Fig. 5.

Part *m* is circular in shape and attached to bars *k* and *l*, its lower surface being in contact with part *i*. Bars *k* and *l* are fastened to the wagon-body.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. A wagon-gear provided with a forward branched axle, its rear branch extending backward and receiving the king-bolt, substantially as described, and for the purpose set forth.

2. In a wagon-gear, the combination of a branched forward axle, the rear branch extending backward and receiving the king-bolt, a spring passing between the branched portions of the axle, its extremities being attached to the axle, near the hubs of the wheels, by means of suitable hangers, a suitable bolster attached to the spring, part *i*, fastened to the bolster, and pin *j*, passing through a suitable cross-bar attached to the wagon-body, substantially as described.

HENRY M. STODDARD.

In presence of—

FRANK M. BANCROFT,
FRANKLIN H. JOHNSON.