

(No Model.)

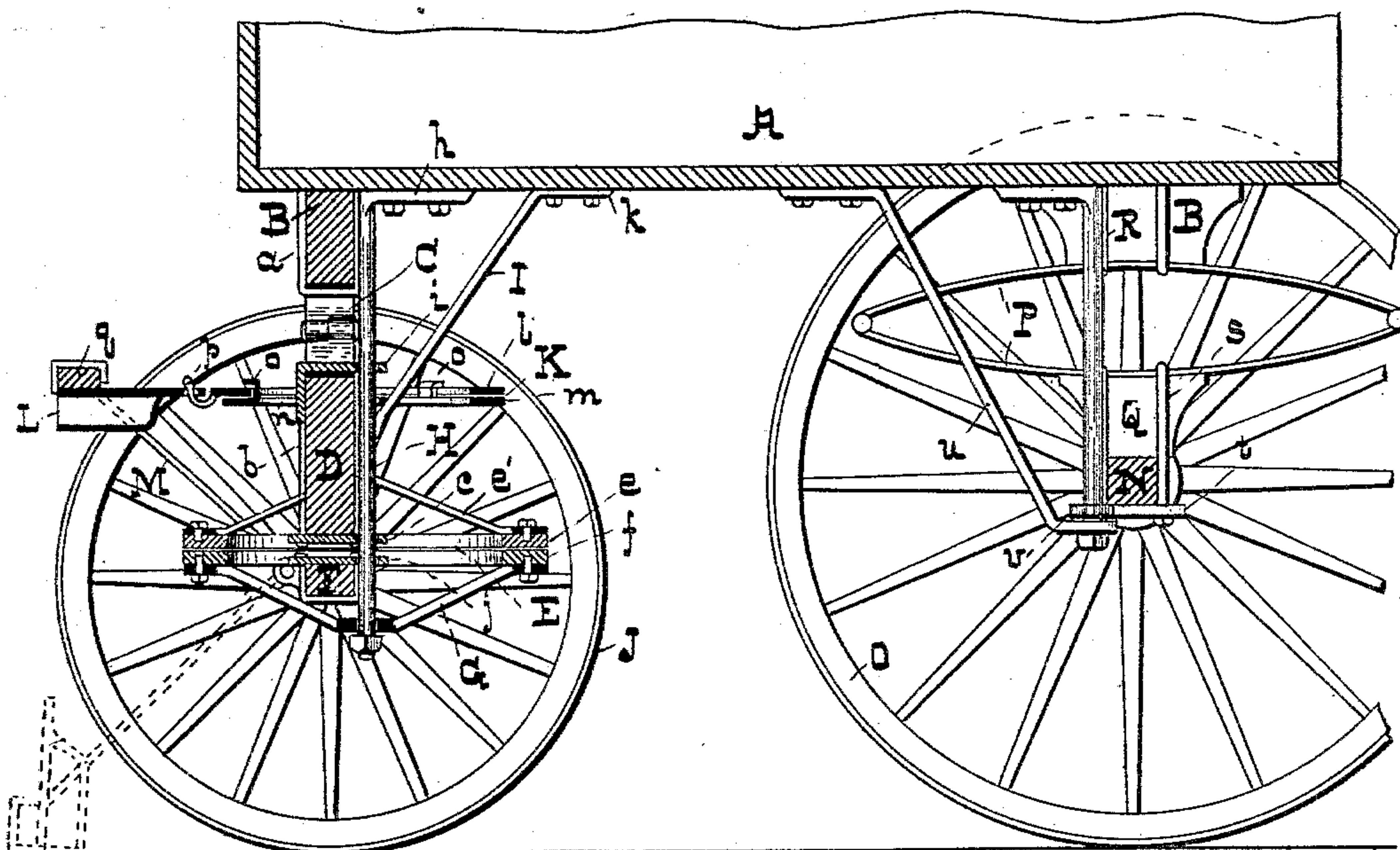
J. A. RUTH.

WAGON.

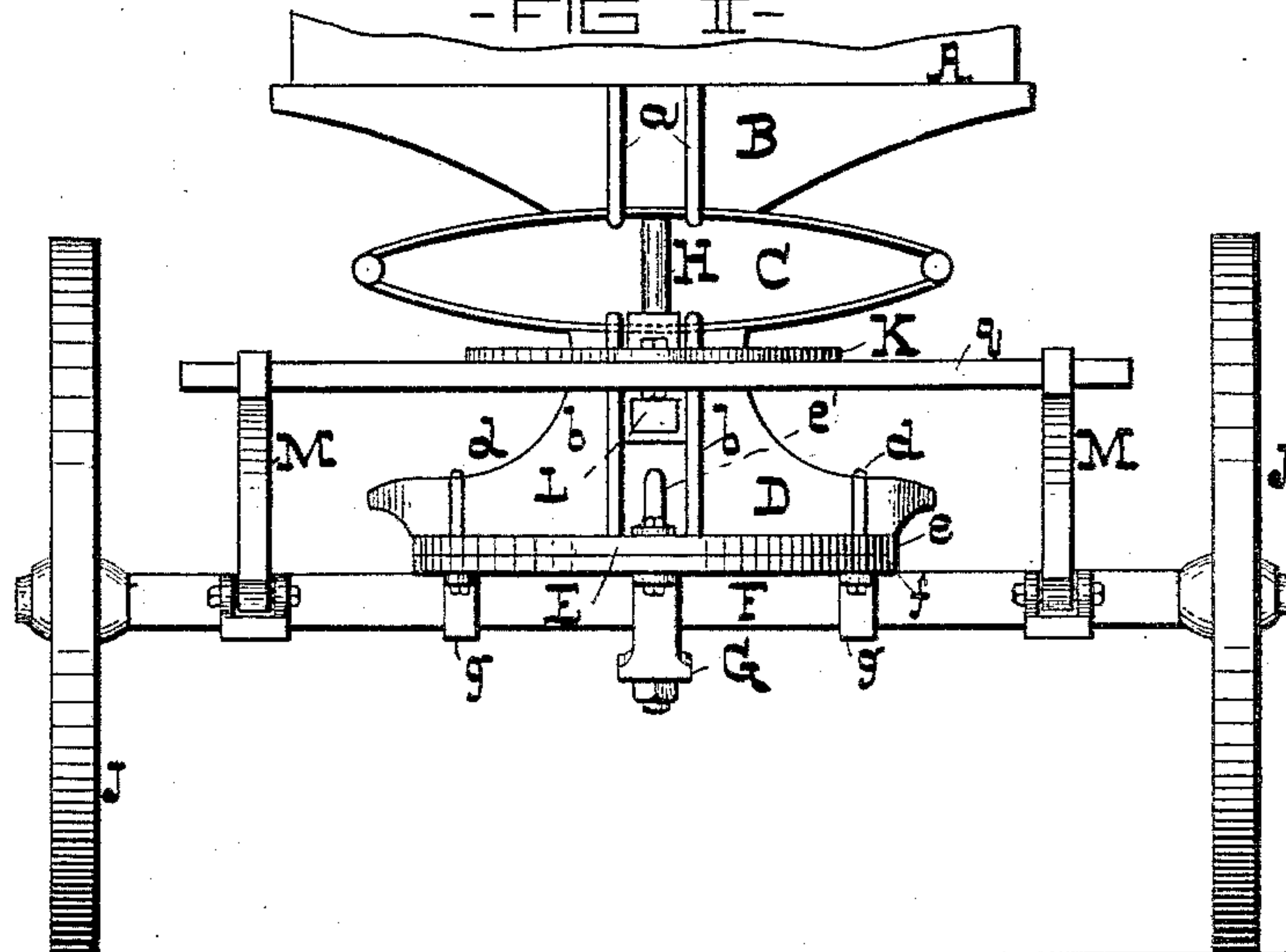
No. 387,816.

Patented Aug. 14, 1888.

- FIG I -



- FIG II -



WITNESSES -

Dan'l Fisher,
Henry Beck,

INVENTOR -

John A. Ruth,
by Wm H. Howard,
attys -

UNITED STATES PATENT OFFICE.

JOHN A. RUTH, OF BALTIMORE, MARYLAND.

WAGON.

SPECIFICATION forming part of Letters Patent No. 387,816, dated August 14, 1888.

Application filed February 8, 1888. Serial No. 263,340. (No model.)

To all whom it may concern:

Be it known that I, JOHN A. RUTH, of the city of Baltimore, in the State of Maryland, have invented certain Improvements in Wagons, of which the following is a specification.

The object of this invention is to cheapen, lighten, and simplify the construction of a wagon or truck, as will hereinafter fully appear.

In the description of the said invention which follows reference is made to the accompanying drawings, forming a part hereof, and in which—

Figure I is a central longitudinal section of a wagon constructed in accordance with my improvements, and Fig. II an exterior front view of the same.

Similar letters of reference indicate similar parts in both the views.

In the said drawings, A is the body of the wagon, and B represents the carrying-blocks secured to the body in the usual manner.

C is the front spring, attached to the under side of the front carrying-block by means of the staples *a*.

D is the front head-block, fastened to the lower portion of the spring C by means of the staples *b* and the plate *c*. To the under side of the head-block D is attached the upper half, *e*, of the fifth-wheel E, through the medium of the strap-bolts *d* and the curved bar *e'*. The under half of the fifth-wheel is denoted by *f*, and it is held to the front axle, F, by the strap *g*.

G is a downwardly-curved bar extending diametrically across the lower half, *f*, of the fifth-wheel E, to which it is bolted.

H is a standard having a foot, *h*, at its upper end, bolted to the under side of the body A, and extending downward loosely through a plate, *i*, secured over the lower part of the spring C; thence through the plate *c*, which is provided with an offset to receive it, through a similar plate, *j*, on the axle F, and finally through the bar G, under which part it is provided with a nut and washer to limit it in its upward motion. By this construction the axle, fifth-wheel, head-block, and the lower section of the spring are susceptible of an upward movement on the standard; or, rather, a downward motion of the wagon-body is allowed, in which the standard H moves downward through the plates *i*, *c*, and *j* and the bar G,

the spring being compressed in the operation. The standard H also forms what might be termed a "king-bolt," about which the axle and the under member of the fifth-wheel may swing as the wagon is turned from a straight line of motion. The standard is stiffened by means of the brace I, which is welded at its lower end thereto, and at the upper end fitted with a foot, *k*, which is bolted to the wagon-body A. I do not, however, restrict myself to the use of a single brace for the standard H, as two or more may be employed, if desired.

The front wagon-wheels are denoted by J.

K is the pole-supporter, and it consists of two annular plates, *l* and *m*, the lower one, *m*, being attached to the head-block D by means of radial arms *n*, and the upper one, *l*, to the lower plate through the medium of the fingers *o*, as shown in Fig. I.

L is a pole-socket having an eye at its rear end, which fits over a hook, *p*, projecting from the edge of the annular plate *l*. This socket is attached to the cross-tree *q*, the ends of which are supported from the axle by the braces M, pivoted to the axle in such manner that when the socket is detached from the pole-supporter the cross-tree falls to the ground and answers the purpose of a brake or chock when the wagon is standing without a horse on the side of a hill, as shown in dotted lines in Fig. I.

Referring now to the rear end of the wagon, N is the axle carrying the hind wheels, O', and P represents the rear springs secured to the head-blocks B. The means for uniting the rear axle to the springs consist of the blocks Q, the staples *s*, and the plates *t*.

The rear standards are represented by R, and they have the braces *u*, which unite their lower ends to the body of the wagon. As in the case of the front standards, two or more braces may be employed instead of the single one shown.

By referring to Fig. I it will be seen that the plates *t* have projections *v*, through which the standards pass loosely, and these plates form the means of connecting the axle directly with the standards.

It will be seen that with my invention, as described, I am enabled to dispense with the usual platforms and the perch-pole in either a

wagon or truck, which has the effect of simplifying, lightening, and cheapening the structure.

I claim as my invention—

5 1. In a wagon or truck, a pole-supporter independent of the fifth-wheel, which consists of a fixed and a movable annular plate, the lower fixed one being secured to the head-block, and the upper movable one provided with a socket
10 for the pole, substantially as and for the purpose specified.

2. In a wagon or truck, the combination, with a pole-supporter which consists of a movable and a fixed plate and a pole-socket, of a cross-tree attached to the said socket and at its ends supported from the axle by means of pivoted braces, substantially as and for the purpose specified.

JOHN A. RUTH.

Witnesses:

WM. T. HOWARD,
DANL. FISHER.