

(No Model.)

A. T. DICKEY.

RUNNING GEAR.

No. 389,554.

Patented Sept. 18, 1888.

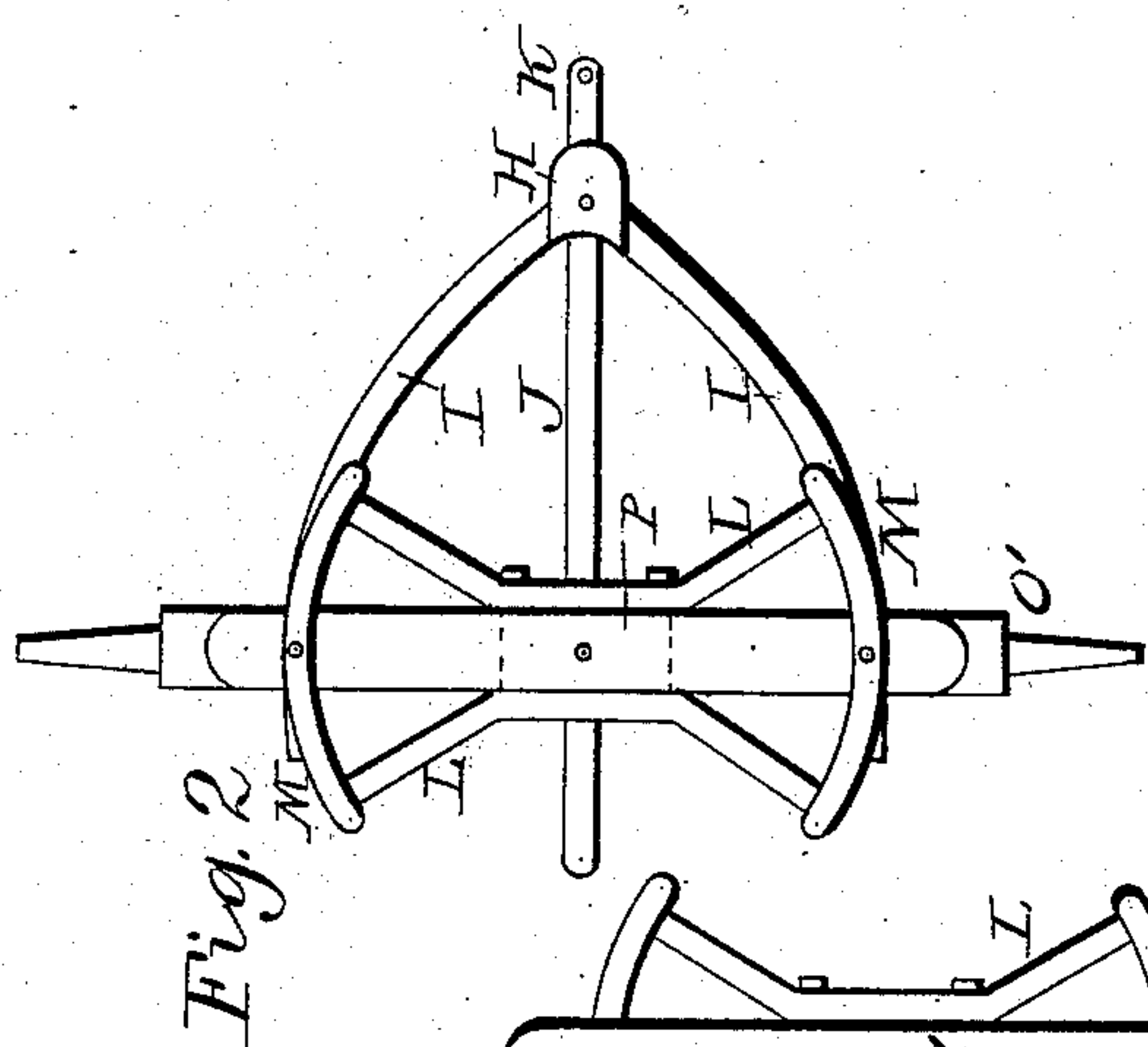


Fig. 2.

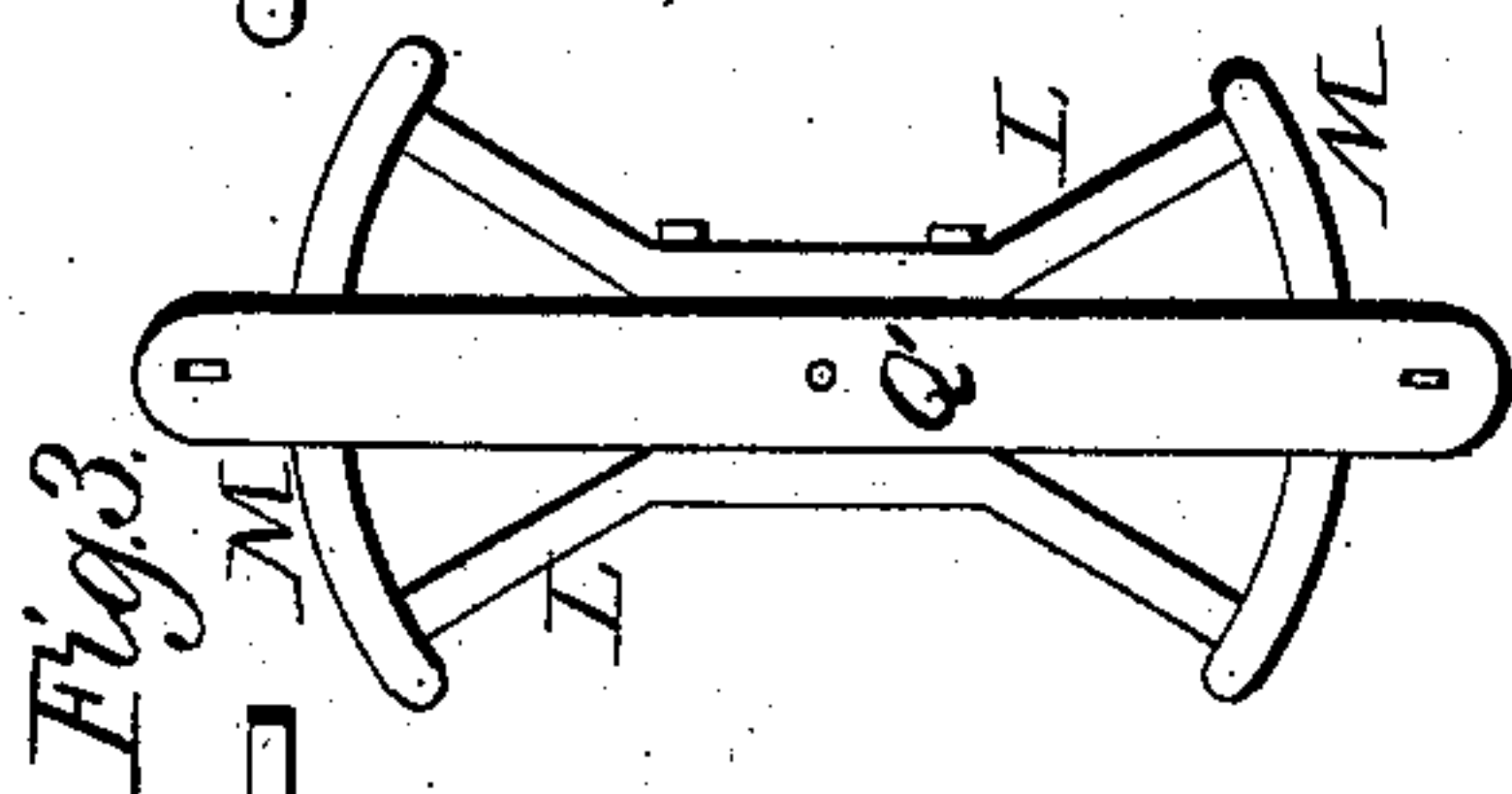


Fig. 3.

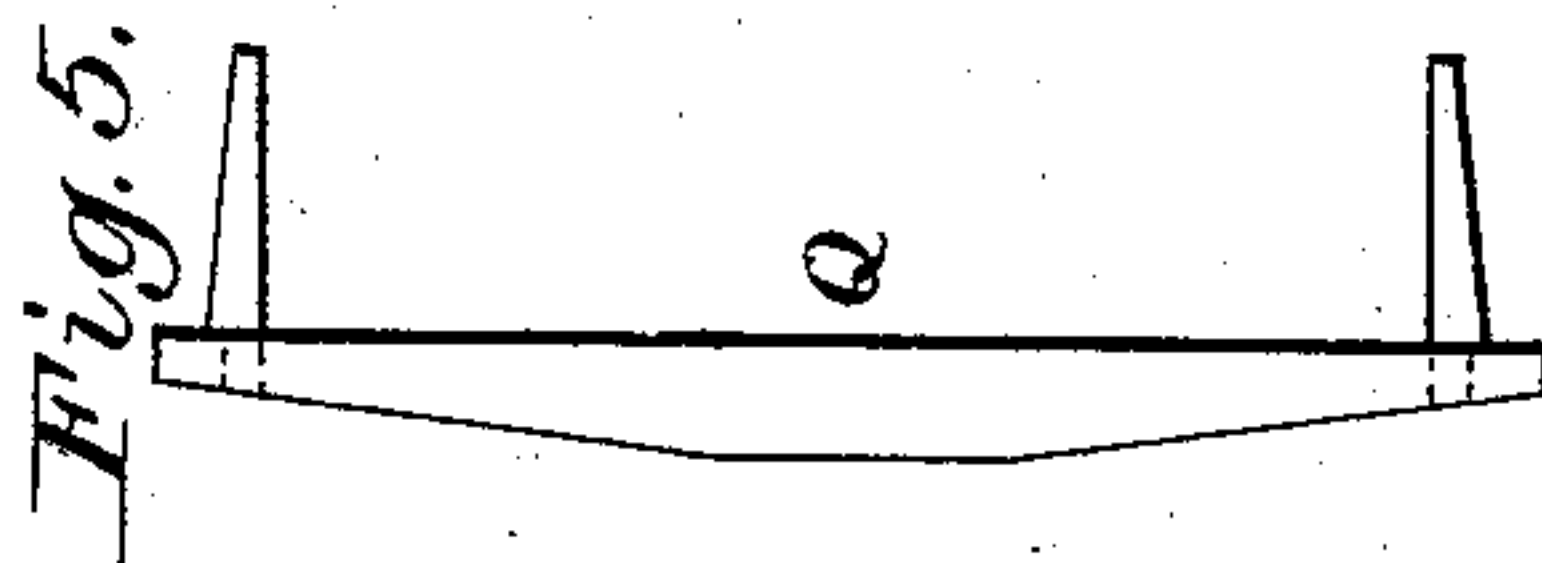


Fig. 5.

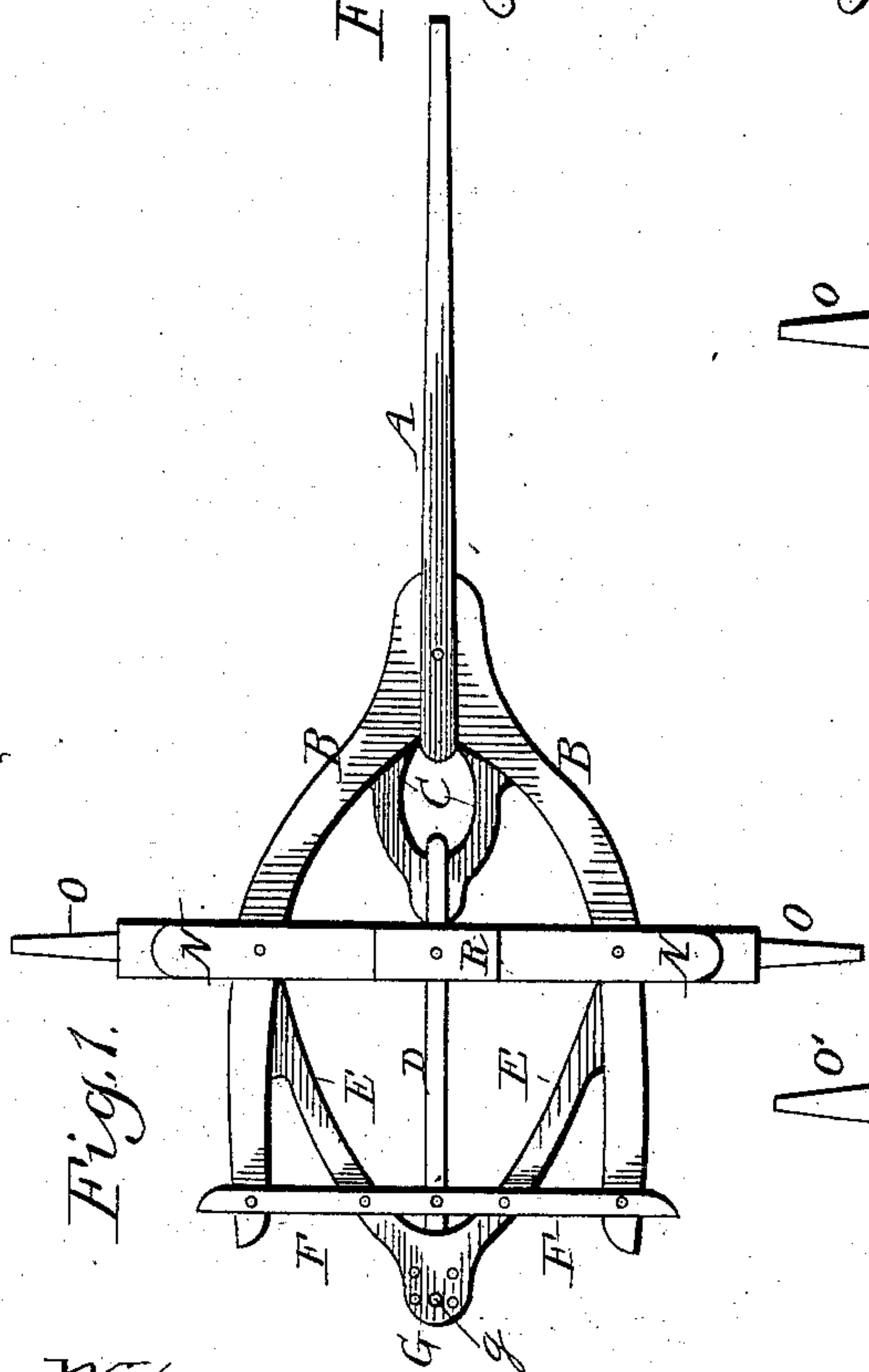


Fig. 1.

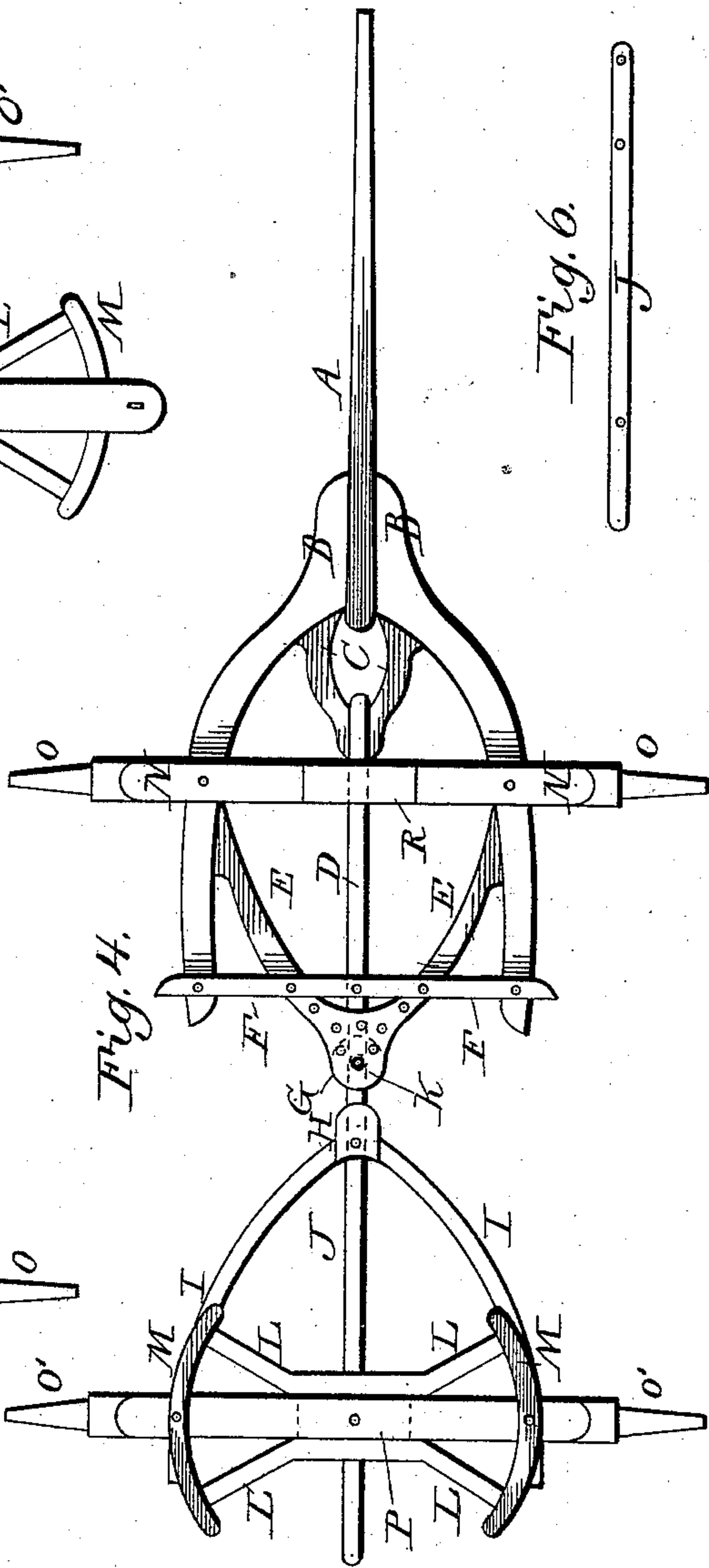


Fig. 4.



Fig. 6.

Witnesses:
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UNITED STATES PATENT OFFICE.

ANTHONY T. DICKEY, OF PAOLI, ASSIGNOR OF ONE-HALF TO J. F. FAULKNER, OF BIRDSEYE, INDIANA.

RUNNING-GEAR.

SPECIFICATION forming part of Letters Patent No. 389,554, dated September 18, 1888.

Application filed June 6, 1887. Serial No. 240,489. (No model.)

To all whom it may concern:

Be it known that I, ANTHONY T. DICKEY, a citizen of the United States, residing at Paoli, in the county of Orange and State of Indiana, have invented certain new and useful Improvements in Running-Gear for Vehicles, of which the following is a full, clear, and exact description.

To this end my invention consists in particulars of construction and combinations, which will be hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a plan view of the front axle and its adjuncts. Fig. 2 is a similar view of the rear part of the truck. Fig. 3 is a plan view of the rear bolster and its circle-irons. Fig. 4 is a plan view of the front and rear parts of the truck connected by the reach. Fig. 5 is a side elevation of the front bolster. Fig. 6 is a plan view of the rear section of the reach.

The parts of the structure are lettered correspondingly in the several figures.

The tongue A is secured to the hounds B, which in turn are secured to the front axle, O, as usual. Extending rearward from the center of the hounds B is a false hound, C, terminating just in front of the axle O, the forward end of the front section, D, of the reach-bar being secured thereto after passing between the axle O and its sand-board N. The rear ends of the hounds B are connected by a brace, F, to the center of which is secured the rear end of the front section, D, of the reach. The front ends of a coupling-hound, E, are secured to hound B just in rear of the axle and in a horizontal plane therewith and with the section D of the reach-bar, the rear end being extended back just in rear of the cross-brace F and fitted at top and bottom with stout wrought-iron plates G, properly bolted to the coupling-hounds E, and provided centrally with an opening, g, as shown, to receive a coupling-bolt, K.

The rear hounds, I, terminate at the forward end in stout iron plates H, between which the forward end of the rear section, J, of the reach is adjustably secured, the rear ends of the rear hounds, I, being rigidly secured to the rear axle, O', as is usual, and said axle being provided centrally with an iron wearing-plate, P,

on which the rear bolster, Q', turns, and near the ends with curved track-irons M to support the ends of the rear bolster in turning curves. These track-irons or circle-irons M are further supported by angle-braces L, secured centrally to the front and rear sides of the rear axle, O', and at their ends to the ends of the circle-irons, as shown. The rear section, J, of the reach is of course capable of various adjustments to give greater or less distance between the front and rear axles.

In operation the center of motion in turning curves will be at the point where the forward end of the rear section, J, of the reach is pivoted to the plates G of the coupling-hounds E by the bolt K, and as this point is designed to be equidistant between the axles, or nearly so, it follows that the wheels of the rear axle, O', will run in the tracks made by the wheels of the front axle, O, the bolsters Q and Q' carrying the wagon-body remaining always in the same position with relation to each other, as they are pivotally secured on their axles, while the axles, when the wagon is turning a curve, assume a position radial to the curve being traversed.

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

A wagon running-gear consisting, substantially as described, of a front axle, the hounds rigidly secured thereto, the tongue and false hounds secured to the hounds forward of the axle, the coupling-hounds rigidly secured to the front hounds in rear of the axle, the front reach-section secured at its ends to the rear ends of the false and coupling hounds, the cross-brace bolted to the hounds, the coupling-hounds and forward reach-section, the rear axle and its hounds, the circle-irons secured near the ends of the rear axle and braced thereto by angle-braces, the rear reach section adjustably secured to the rear axle and its hounds and pivotally secured to the rear end of the coupling-hounds, and the front and rear bolsters pivoted upon their axles.

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Witnesses:

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