

F. G. OHR.
RUNNING GEAR.

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Inventor
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UNITED STATES PATENT OFFICE.

FREAD. G. OHR, OF MONROE, MICHIGAN.

RUNNING-GEAR.

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To all whom it may concern:

Be it known that I, FREAD. G. OHR, a citizen of Monroe, in the county of Monroe and State of Michigan, have invented certain new and useful Improvements in Running-Gear; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to an improvement in wagons, and more particularly to parts of the running-gear thereof, the object of the invention being to so construct the device that a draft-equalizer may be detachably connected to the same in such manner that it may be easily removed without interfering with the position of the tongue.

A further object is to provide simple and efficient means whereby the tongue may be detachably connected with the hounds.

A further object is to produce an improved connection of the reach to the front sand-board.

A further object is to produce an improved connection between the reach and the rear axle.

With these objects in view the invention consists in certain novel features of construction and combinations and arrangements of parts, as hereinafter set forth, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a top plan view of my invention. Fig. 2 is a bottom plan view. Fig. 3 is a longitudinal sectional view.

A represents the front axle, upon which the hounds B are located, said hounds being parallel at their forward ends, while their rear ends diverge from their connection with the axle, as shown in Figs. 1 and 2.

Located upon the hounds B, and provided with sockets or recesses to receive the same, is a sand-board C, provided at its center with a perforation for the reception of a king-bolt.

Secured to the sand-board C is a circular metallic ring D, which produces one half of the fifth-wheel, the other half of which is carried by the wagon-body. The metallic ring D is also supported by four or more posts *a*

a b b, secured to the parallel and divergent sections of the hounds. On the under side of the axle A two plates or straps *c* are secured at their centers, their free ends being bent upwardly and secured to the hounds on each side of the axle, preferably by means of the same bolts which secure the uprights *a b* in place.

Secured to the under faces of the forward parallel portions of the hounds are two arms *E E*, said arms being bent downwardly and forwardly from their connection with the hounds to produce supports for a draft-equalizer *F*, adapted to be placed thereon.

The draft-equalizer is connected at its center to a ring *G*, to which two chains *G'* are attached, the free ends of said chains being connected to hooks *h*, secured to the axle A in proximity to the skeins *A'*. By this construction it will be seen that the draft-equalizer may be readily removed by simply releasing it from the ring *G*, and, if desired, the chain which supports said ring may also be readily removed.

Secured to the under faces of the parallel portions of the hounds in proximity to the axle A is a plate *I*, having a notch *d*.

Located between the parallel portions of the hounds is the rear end of the tongue *J*, having a spring-plate *J'* secured at one end to the bottom face of the tongue. The plate *J'* projects somewhat beyond the rear end of the tongue and is bent to produce a hook *c*, adapted to engage the notched plate *I*.

A plate *K* is secured to the forward ends of the hounds and extending from one to the other forms a support for the tongue. The tongue is also provided at a point in proximity to its inner end with an arm *d*, which projects laterally at each side of the tongue and adapted to bear against the posts *b b*. By this construction means are provided for producing a connection between the tongue and running-gear, whereby the vehicle may be backed.

From the connection of the tongue to the running-gear, as above explained, it will be seen that said tongue may be readily removed when desired.

Secured to the rear face of the sand-board

is a segmental plate L, and beneath this plate a bar L' is secured between the divergent portions of the hounds. Between the plate L and bar L' the front end of the reach M is
5 pivotally connected, said reach being provided with a plate M' near its forward end, adapted to bear against and slide on the circular plate D of the fifth-wheel.

Secured at or near the ends of the divergent portions of the hounds B is a segment N, upon the upper edge of which a metallic plate of the same contour is secured, upon which the reach is adapted to have a sliding movement.

15 In proximity to the rear end of the reach a preferably metallic sleeve O is secured, said sleeve having a flange or collar O' at each end.

Located on diametrically-opposite sides of the sleeve O are plates P, adapted to partially
20 surround the sleeve, between the free ends of which plates the forward ends of the rear hounds Q are secured, the other ends of said rear hounds being secured to the rear axle. By this construction it will be seen that the
25 rear hounds are connected to the reach by a swivel-connection, whereby strain on the reach will be effectually prevented.

When a short reach is employed, metallic rods R are secured to the under faces of the
30 hounds Q, against which the wheels of the vehicle may rub when the wagon makes a short turn.

Slight changes might be made in the details of construction of my invention without
35 departing from the spirit thereof or limiting its scope. Hence I do not wish to be understood as limiting myself to the precise details of construction herein described; but,

Having fully described my invention, what
40 I claim as new, and desire to secure by Letters Patent, is—

1. In a vehicle, the combination, with the hounds, of hook-arms secured thereto for supporting a draft-equalizer and means independent of the arms for retaining the equalizer on the arms, substantially as set forth.
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2. In a vehicle, the combination, with the hounds, of hook-arms secured thereto, a draft-equalizer supported by said arms, and flexible
50 connections between the equalizer and axle for retaining the equalizer within the hook-arms, substantially as set forth.

3. In a vehicle, the combination, with the hounds and axle, of hook-arms secured to the
55 hounds, a draft-equalizer supported loosely

by the arms, a ring loosely connected to the equalizer, and chains connecting said ring with the axle in proximity to its ends, substantially as set forth.

4. In a vehicle, the combination, with the hounds, of a plate connecting said hounds and a tongue located between the forward ends of the hounds and having a spring-hook on one end by which it is detachably connected to said plate, substantially as set forth. 65

5. In a vehicle, the combination, with the hounds, of a plate connecting the same, a tongue located between the forward ends of the hounds, and a plate secured to the tongue and adapted to connect said tongue and plate, 70 substantially as set forth.

6. In a vehicle, the combination, with the hounds, of a plate connecting the same, a tongue located between the forward ends of the hounds, and a spring-plate secured at one
75 end to the tongue and bent at its other end to produce a hook to engage the plate on the hounds, substantially as set forth.

7. In a vehicle, the combination, with the hounds, of a notched plate secured to the hounds, a tongue located between the forward end of the hounds and detachably connected with said plate, and a plate secured to said hounds for supporting the tongue, substantially as set forth. 85

8. In a vehicle, the combination, with the front axle, hounds, and sand-board, of a circular plate secured to the sand-board and supported on the hounds by means of posts, and a tongue located between the hounds and
90 having an arm secured thereto and adapted to bear against two of said posts when the wagon is backed, substantially as set forth.

9. The combination, with a front axle, hounds connected therewith, and a pole having a spring-hook on one end by which it is removably connected to the hounds, of metal straps secured to the hounds and terminating at their forward ends in hook-arms, an equalizer adapted to be held by the arms, 100 and a flexible device for securing the equalizer to the hounds or other part of the vehicle, substantially as set forth.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses. 105

FREAD. G. OHR.

Witnesses:

GEORG B. REISIG,
WILL. F. WALLDORF.