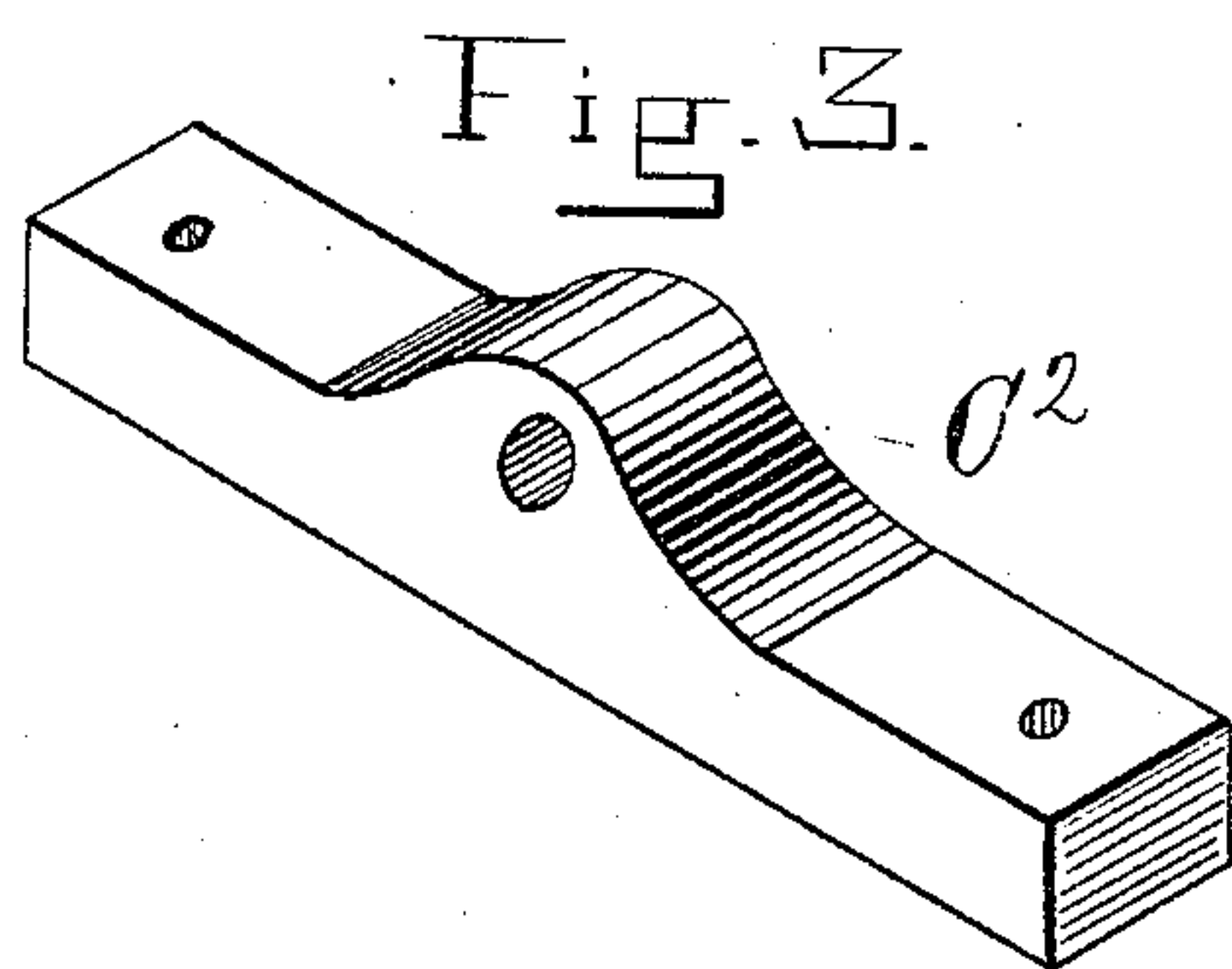
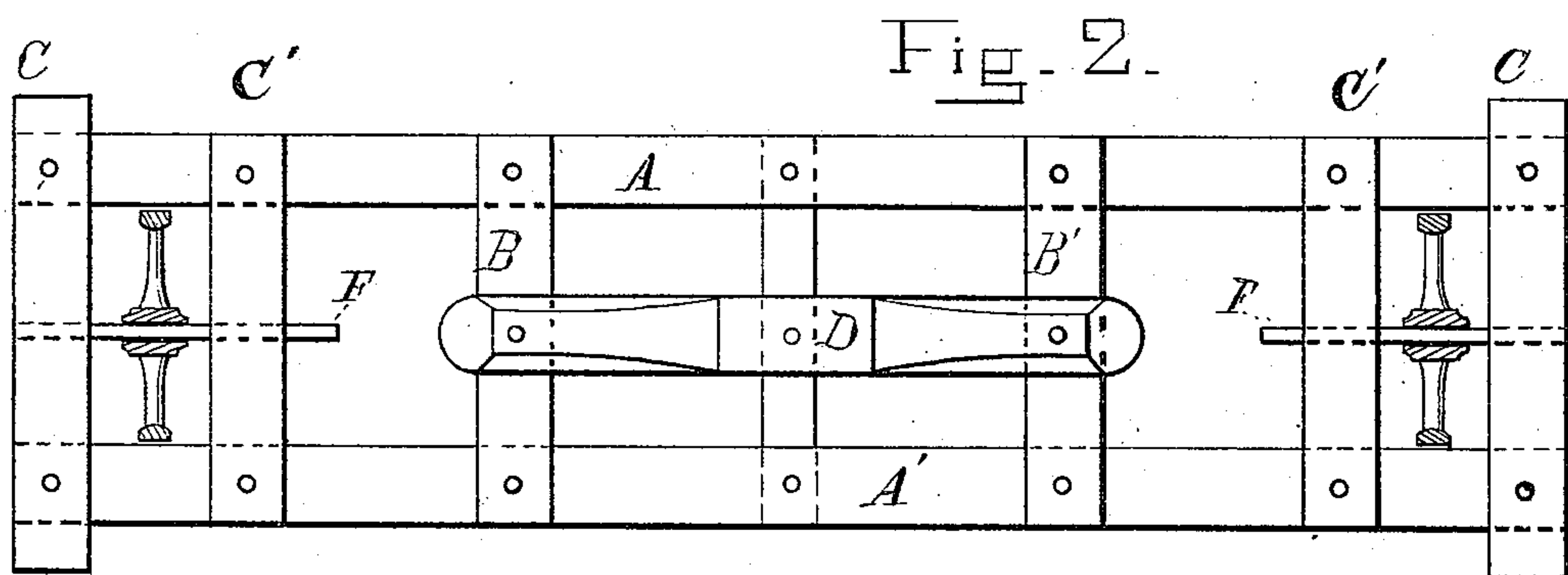
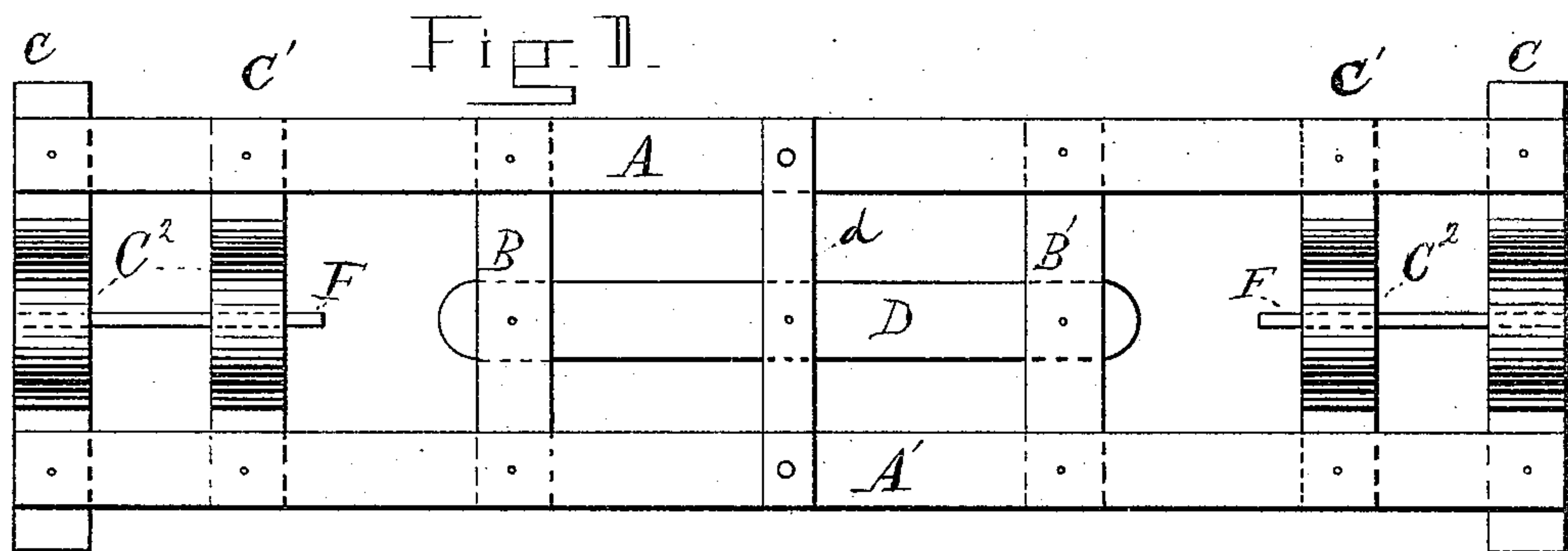


(No Model.)

J. E. STEELE.  
RUNNING GEAR FOR VEHICLES.

No. 442,833.

Patented Dec. 16. 1890.



Witnesses:  
J. K. Newman  
W. C. Furr.

per

Inventor.  
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Attys.

# UNITED STATES PATENT OFFICE.

JOHN E. STEELE, OF TRUXTON, NEW YORK.

## RUNNING-GEAR FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 442,833, dated December 16, 1890.

Application filed August 20, 1890. Serial No. 362,485. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN E. STEELE, a citizen of the United States, residing at Truxton, in the county of Cortland and State of New York, have invented certain new and useful Improvements in Axle-Frames for Wagons or Cars, &c.; 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 improvements in the running-gear of heavy road and lumber wagons; and the object of my improvements is, first, to provide a very strong and durable running-gear; second, a running-gear in which the wheels thereof are located in the center of axles having bearings upon the under side of the end cross-bar and the bar adjacent to same, so that the wheels will not project above and can rotate between said cross-bars, and are therefore more directly under the load upon the wagon and completely out of the way in loading and unloading saw-logs, lumber, and other difficult and cumbersome material. I attain this object by a certain construction and arrangement of parts, fully described in this specification, and illustrated in the accompanying drawings, in which—

Figure 1 is a bottom plan view of my invention. Fig. 2 is a top plan view showing the location of the wheel. Fig. 3 is a detail view of the cross-bars in which are located the axles.

Referring to the drawings, the letters A and A' designate the two longitudinal cross-bars, to which are keyed and bolted the central cross-bars B and B' and the end cross-bars C and C'. The cross-bars C and C' are provided with the journal-boxes C<sup>2</sup>, in which are located the axles F, to which are rigidly secured the wheels of the vehicle or wagon. It will be observed that said wheels rotate between the cross-bars C and C', and are so constructed as not to project above the topmost portion

of said cross-bars. This feature is of decided advantage in loading heavy saw-logs or heavy material upon the running-gear. The wheels are not in the way, and there is no necessity of taking off the wheels nearest the saw-log, as is the case when it is desired to load or unload a saw-log upon an ordinary road-wagon. It will also be observed that when a running-gear of any kind is thus constructed there is no necessity of taking off the wheel to lubricate the axle. The journal-boxes C<sup>2</sup> are provided with a cavity into which the lubricant is placed that supplies the spindles or axles F.

D represents the short longitudinal bar, which is bolted to the cross-bars B and B'. Directly under the center of the bar D and upon the bottom side of the longitudinal bars A and A' is keyed and bolted the cross-bar d. Through the center of the short longitudinal bar D and the cross-bar d is placed the coupling-pin that secures the coupling-pole, which connects the front and hind parts of the running-gear. The coupling-pole passes between the longitudinal bars A and A' and the short longitudinal bar D.

What I claim is—

In a running-gear for vehicles or heavy road or lumber wagons, the combination of the longitudinal bars A and A', the cross-bars C, C', B, and B', keyed and bolted to said longitudinal bars, the cross-bars C and C' having the journal-boxes C<sup>2</sup>, the axles F, located in said journal-boxes, the longitudinal bar D, bolted to the cross-bars B and B', and the center bar d, located upon the under side of the longitudinal bars A and A' and directly opposite the bar D, substantially as described, and for the purpose set forth.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN E. STEELE.

Witnesses:

JOHN O'CONNOR,  
S. H. WEBSTER.