

(No Model.)

3 Sheets—Sheet 1.

J. L. NEILL & E. KRIEDEL.
WAGON RUNNING GEAR.

No. 551,224.

Patented Dec. 10, 1895.

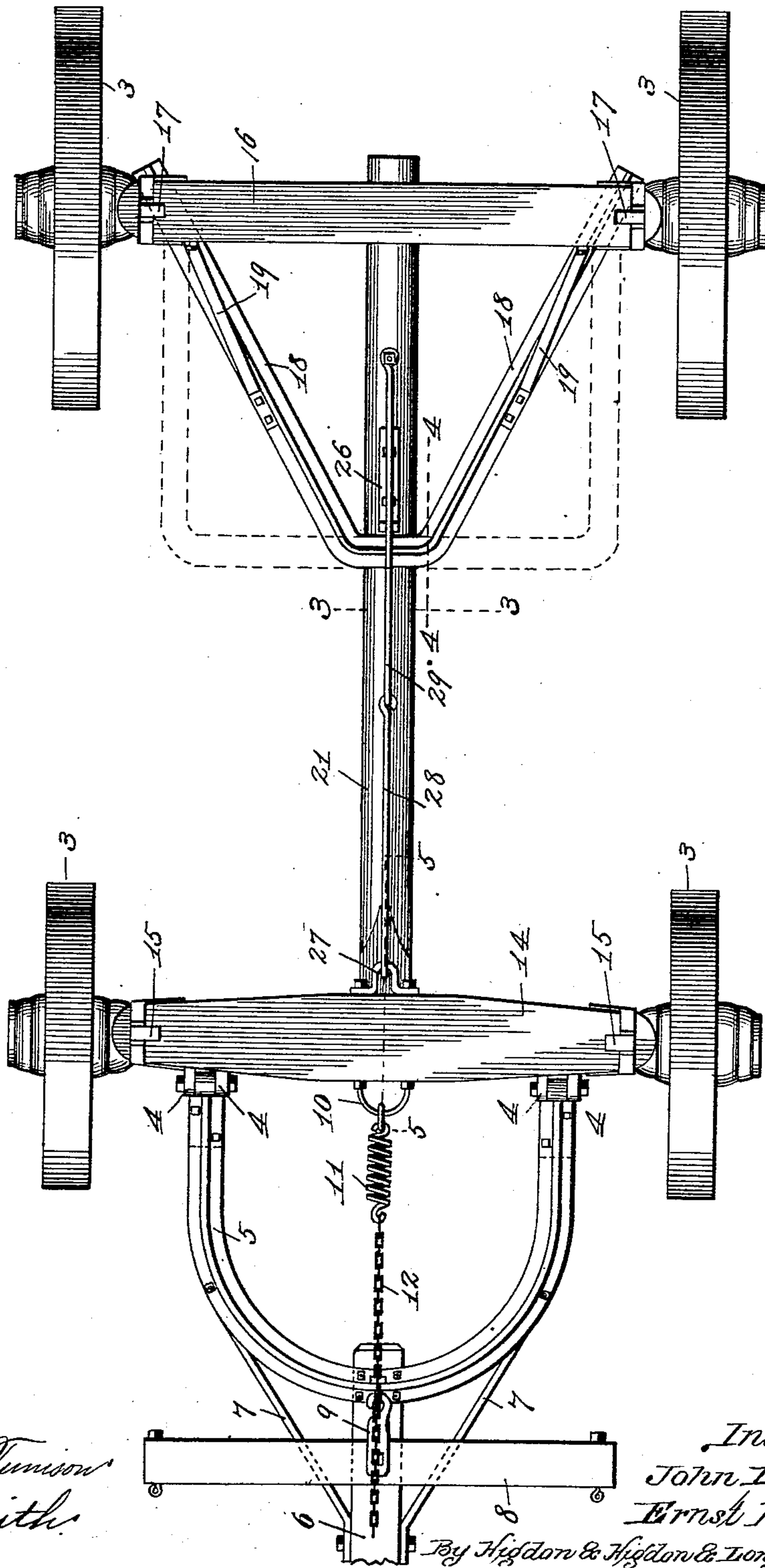


Fig. 1

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By Higdon & Higdon & Longan, Attys.

(No Model.)

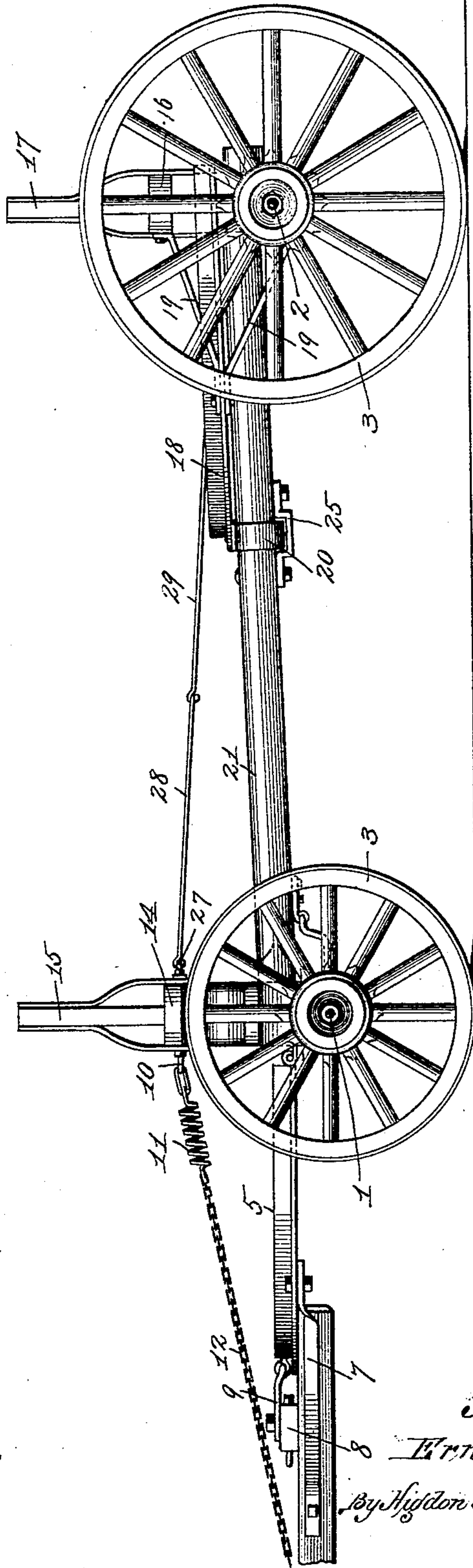
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Fig. 2



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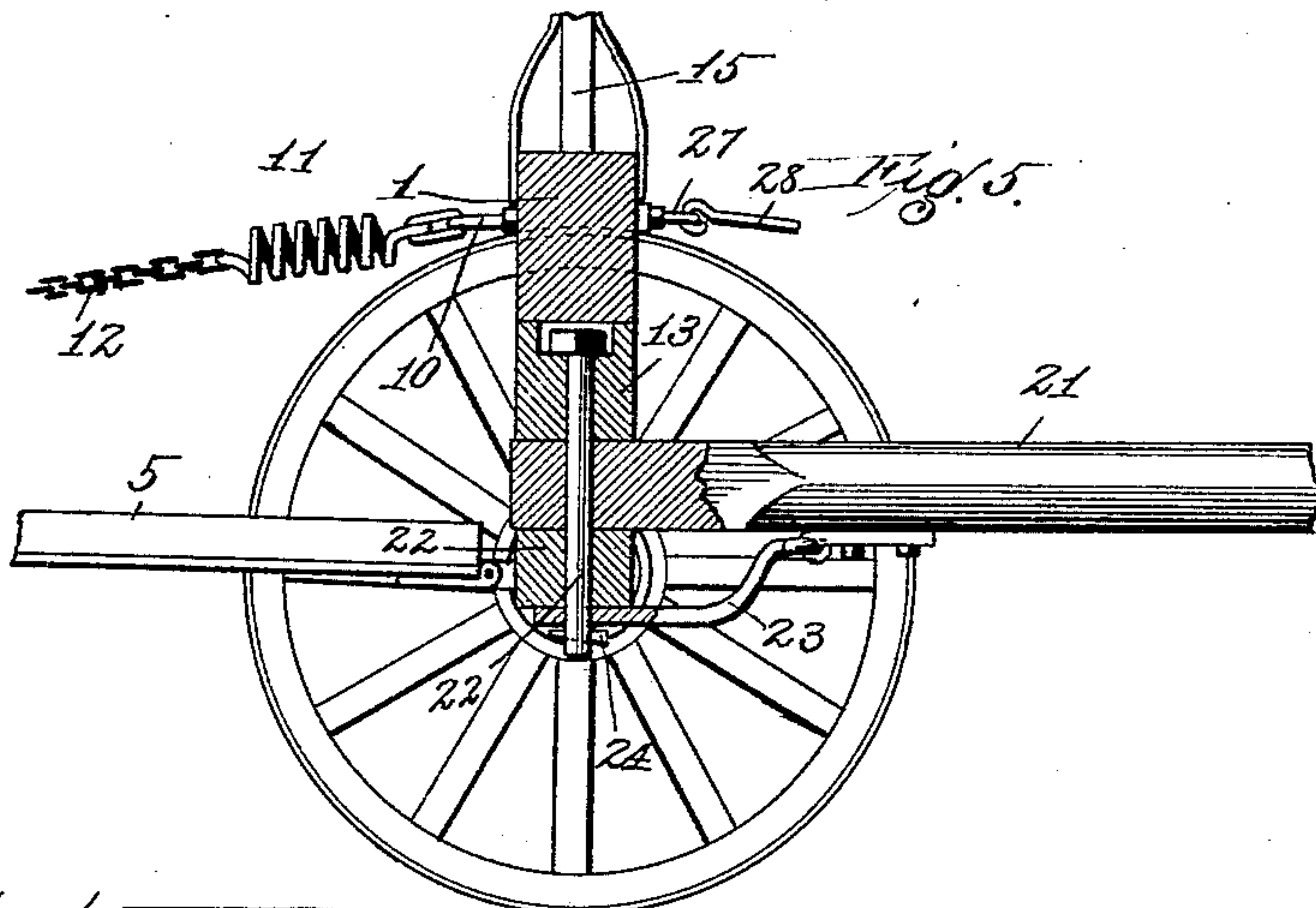
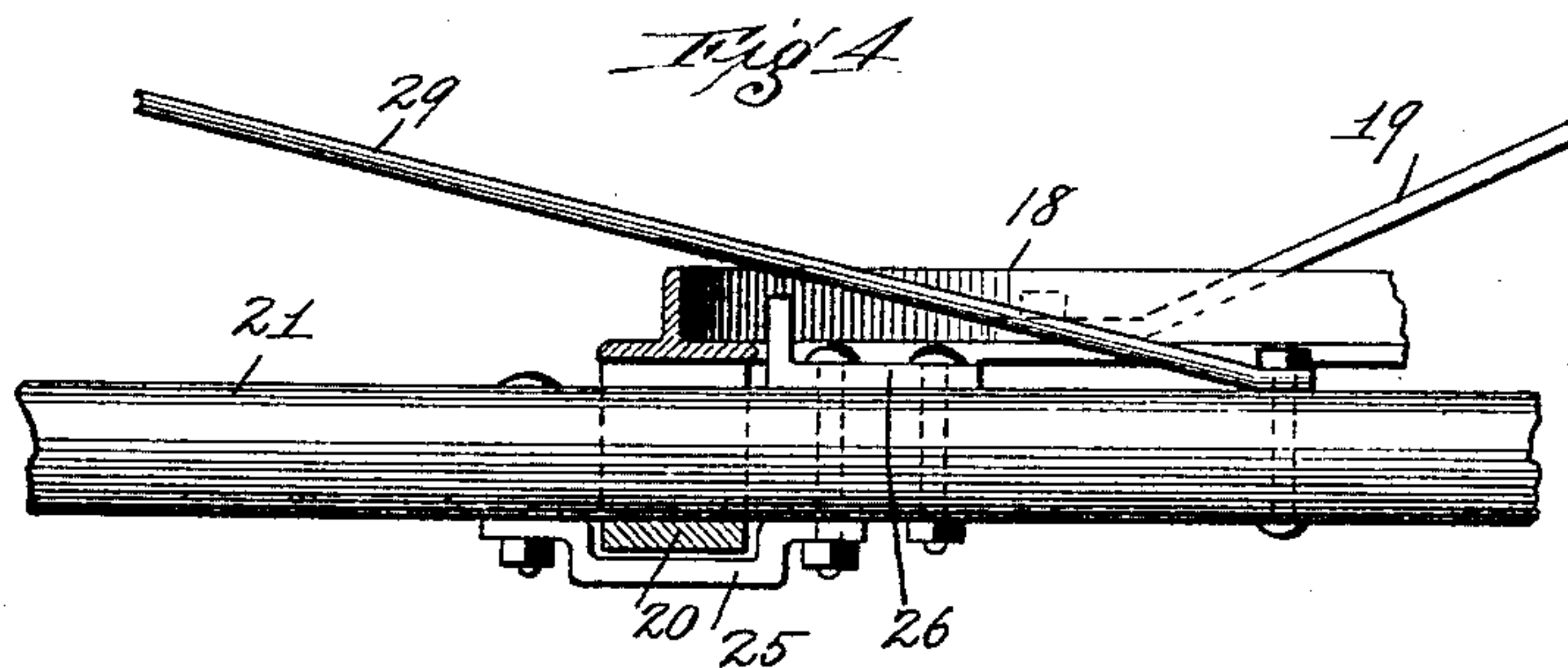
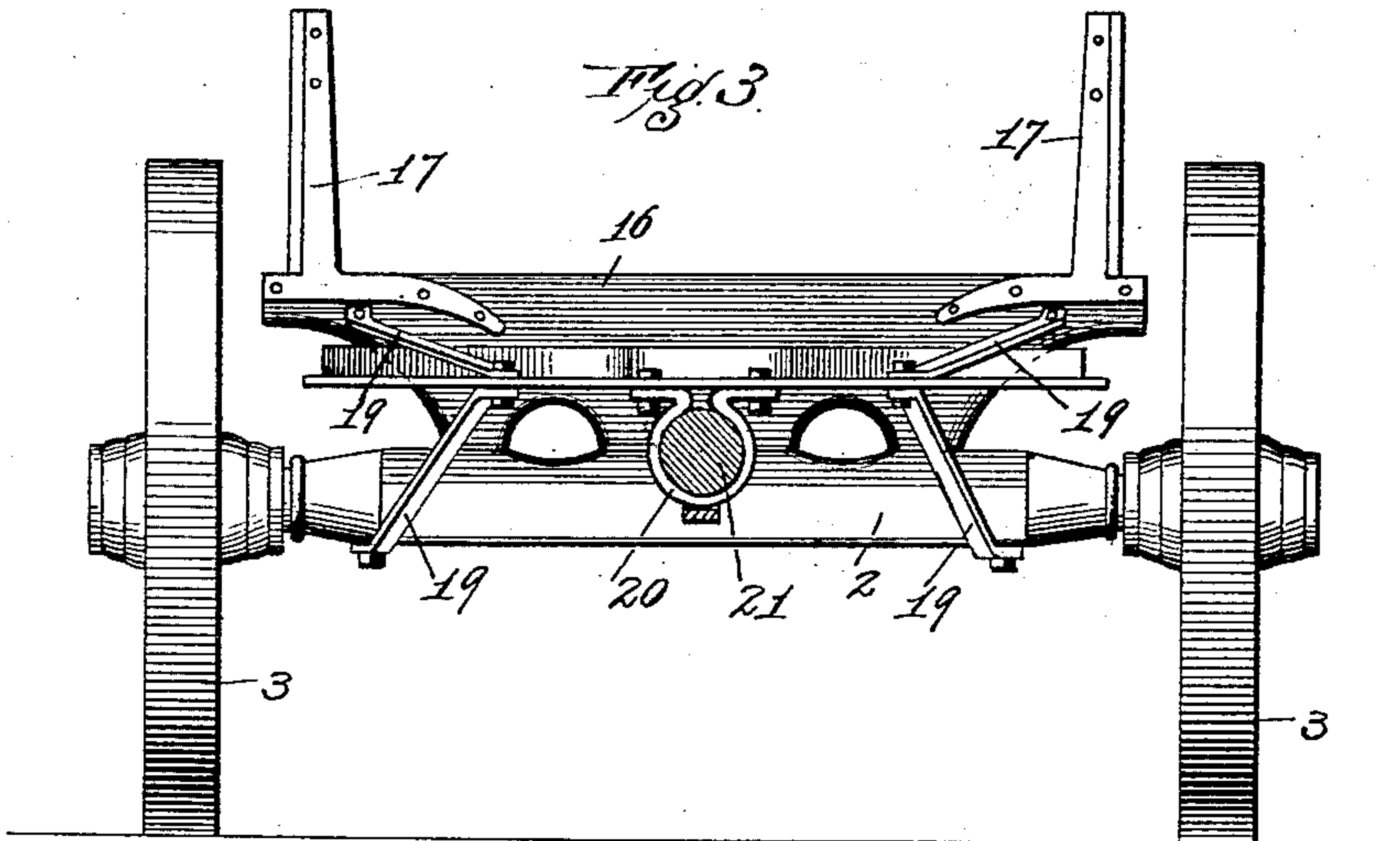
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UNITED STATES PATENT OFFICE.

JOHN L. NEILL AND ERNST KRIEDEL, OF ST. LOUIS, MISSOURI.

WAGON RUNNING-GEAR.

SPECIFICATION forming part of Letters Patent No. 551,224, dated December 10, 1895.

Application filed May 21, 1895. Serial No. 550,150. (No model.)

To all whom it may concern:

Be it known that we, JOHN L. NEILL and ERNST KRIEDEL, of the city of St. Louis, State of Missouri, have invented certain new and useful Improvements in Wagon Running-Gear, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

Our invention relates to a wagon running-gear; and it consists in the novel construction, combination, and arrangement of parts hereinafter described and claimed.

In the drawings, Figure 1 is a top plan view of our improved wagon running-gear. Fig. 2 is a side elevation thereof. Fig. 3 is a cross-sectional view taken approximately on the indicated line 3 3 of Fig. 1. Fig. 4 is an enlarged sectional view taken approximately on the indicated line 4 4 of Fig. 1. Fig. 5 is a cross-sectional view taken approximately on the indicated line 5 5 of Fig. 1.

Referring by numerals to the accompanying drawings, 1 indicates the front axle and 2 the rear axle, the same being provided with the ordinary wheels 3. Pivoted between pairs of ears 4 that are fixed to and extend forwardly from the front axle are the ends of a metallic yoke 5, to the under side and forward end of which is bolted the rear end of an ordinary wagon-tongue 6. Suitable brace-rods 7 are fixed to the tongue 6 and to the under side of this yoke 5.

8 indicates an ordinary doubletree that is held upon the rear end of the tongue 6 in any suitable manner. Fixed to the same bolt that secures the doubletree to the tongue is a hook 9.

10 indicates a loop that is secured to the forward face and center of the front axle, and to said loop is secured the rear end of a retractile coil-spring 11. To the forward end of this spring is secured a chain or like connection 12 that extends forward and is secured to the hook 9. This coil-spring 11 is intended to equalize the weight of the tongue 6.

13 indicates a bolster that is arranged upon the front axle 1, and a transom 14 is located directly upon said bolster. This transom is provided at its ends with ordinary standards 15, which hold the bed of the wagon in place. Located upon the rear axle 2 is a bolster 16,

the ends of which are provided with the usual standards 17. Fixed to the undersides of the ends of this bolster 16 are the rear ends of a forwardly-extending yoke 18 that performs the function of the ordinary hounds of a wagon, and said yoke is very rigidly held in proper position by braces 19 that are fixed at their rear ends to the rear axle 2 and bolster 16 and at their forward ends to the yoke 18. Bolted to the under side of the forward end of the yoke 18 is a circular loop 20.

21 indicates a reach, the body of which is circular in cross-section, and the forward end of said reach passes between the front axle 1 and the bolster 13 thereon. A king-bolt 22 passes through the bolster 13, the forward end of this reach 21, and the front axle 1. A strap 23 is pivoted to the under side of the forward end of the reach 21 and extends beneath the front axle 1. The king-bolt extends through this strap 23, and a key 24 is passed through the lower end of said king-bolt. The rear end of the reach 21 passes through the loop 20 and between the rear axle 2 and bolster 16 thereon. A strap 25 is bolted to the under side of the reach 21 and passes beneath and incloses the loop 20. A strap 26 having an upturned end is bolted to the reach 21 immediately in the rear of the forward end of the yoke 18.

Fixed to the rear face of the transom 14 is a loop 27, to which is hooked the forward end of a rod 28, and to the rear end of said rod is hooked the forward end of a rod 29 that extends rearwardly and is bolted to the top of the reach 21 in front of the bolster 16.

Running-gear for wagons constructed in accordance with our invention is applicable for wagons used in hauling sand, dirt, &c., though it may be advantageously used in all wagons.

By our improved construction of the reach and manner of attaching the rear axle and hounds thereto said rear axle and rear wheels may be moved torsionally relative to the front wheels and without any strain upon any of the parts of the running-gear. The loop 25 and strap 26 receive all the longitudinal strain or pull of the rear wheels. In some instances the yoke 18 or hounds may be made in rectangular form, as indicated by dotted lines in Fig. 1.

A running-gear for wagons of our improved

construction is inexpensive, simple, strong, and durable.

We claim—

The improved running-gear for wagons,
5 comprising the usual front and rear axles, bolsters and wheels, a reach 21 circular in cross-section pivoted between the front axle and bolster and extending between the rear axle and bolster, a metallic yoke 18 the under
10 side of which is flat and said yoke fixed to the rear bolster and extending forward over the reach, a circular loop 20 bolted to the under side of the forward end of said yoke and loosely encircling said reach, a strap 25 bolted

to the under side of the reach and thereat en- 15
circling the loop, and a strap 26 bolted to the top of the reach in the rear of the forward end of the yoke to resist the lateral strain or pull of said yoke, substantially as and for the purposes specified. 20

In testimony whereof we affix our signatures in presence of two witnesses.

JOHN L. NEILL.
ERNST KRIEDEL.

Witnesses:

MAUD GRIFFIN,
JOHN C. HIGDON.