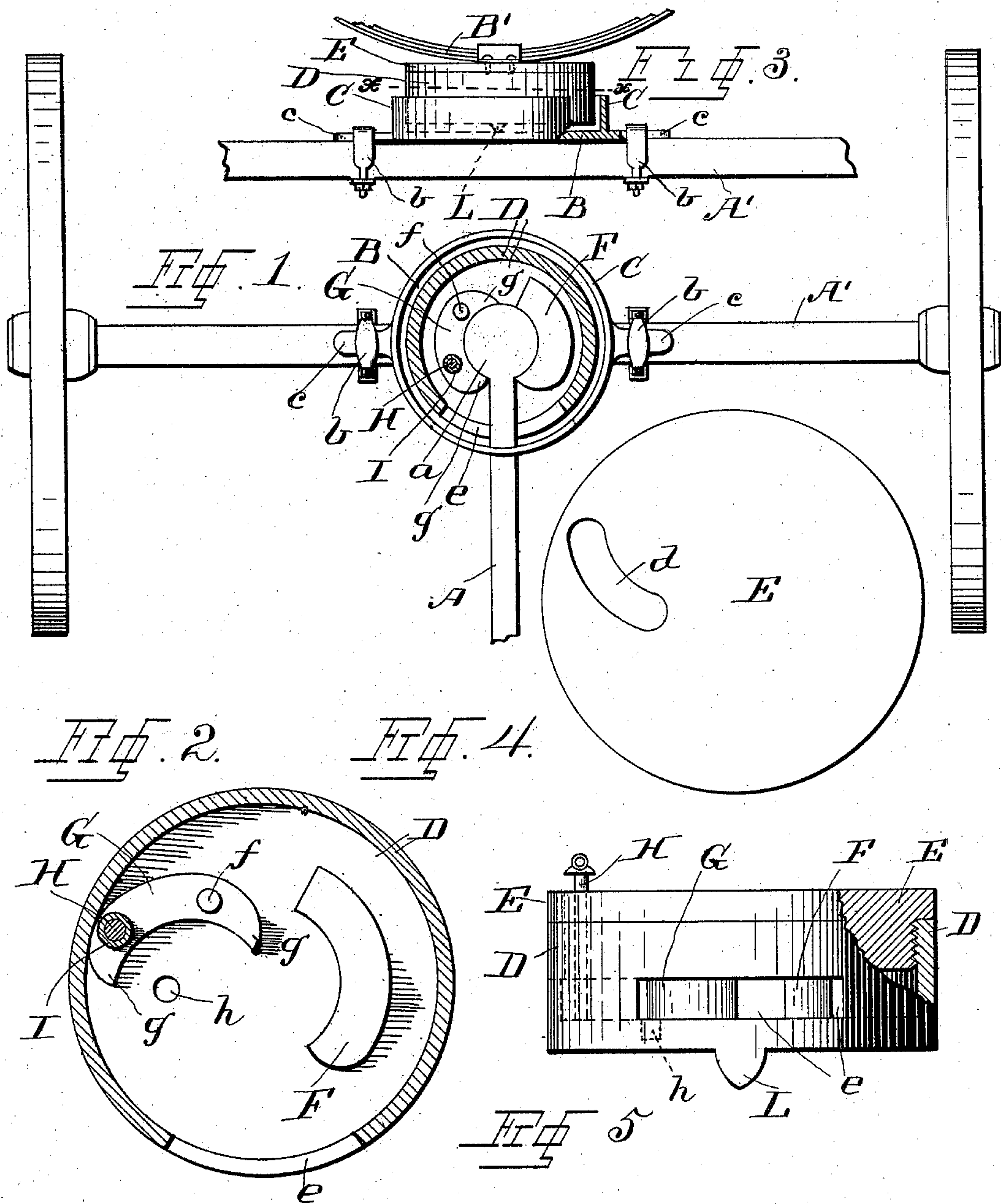


(No Model.)

G. D. PETTINGELL.
VEHICLE RUNNING GEAR.

No. 575,165.

Patented Jan. 12, 1897.



Witnesses.

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GEORGE D. PETTINGELL, OF JEFFERSON, IOWA, ASSIGNOR OF ONE-HALF
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VEHICLE RUNNING-GEAR.

SPECIFICATION forming part of Letters Patent No. 575,165, dated January 12, 1897.

Application filed May 27, 1896. Serial No. 593,299. (No model.)

To all whom it may concern:

Be it known that I, GEORGE D. PETTINGELL, a citizen of the United States, residing at Jefferson, in the county of Greene and State of Iowa, have invented certain new and useful Improvements in Vehicle Running-Gear, of which the following is a specification.

This invention relates to carriages and wagons, and pertains especially to the running-gear of the same, and its novelty and improved results will be fully understood from the following description and claims when taken in connection with the annexed drawings.

The object of the invention is to provide a device of new and novel construction to couple the reach-pole of carriages and wagons to the front axle, said coupling device being pivoted in line with the draft of the vehicle so as to vibrate vertically in accordance with the movement of the vehicle-body.

A further object of the invention is to provide a coupling for the running-gear of carriages and wagons adapted to oscillate transversely in accordance with the movement of said running-gear, and to provide novel and peculiar means for automatically locking a reach-pole in the said coupling.

Other objects and advantages accruing from the special construction and arrangement of parts will be hereinafter set forth.

The invention consists in the novel construction and arrangement of parts and resides essentially in the automatic means for locking a reach-pole to a front axle.

In the accompanying drawings, forming part of this application, Figure 1 is a transverse longitudinal section on the line *x x*, Fig. 3, of the coupling device secured to the front axle of a running-gear, with the latter partly broken away. Fig. 2 is a sectional view of the coupling device on a larger scale, showing the pivoted locking-member open in position to receive the end of a reach-pole. Fig. 3 is a front view of front axle and spring with my invention applied, the latter and spring being partly broken away. Fig. 4 is a top plan view of the housing-cover. Fig. 5 is an elevation of the housing, with its cover

partly broken away, looking at the opening for the reach-pole.

Same letters of reference denote the same parts throughout the several figures of the drawings.

The reach-pole A is of ordinary construction, except it has no coupling-holes, but an enlarged end or head *a*. A cylindrical bed B, having a vertical circular flange C, is secured to the axle A' by means of clips *b*, engaging ears *c* on opposite sides of the bed B.

The coupling device consists of a circular housing D, having a cap or cover E, screw-threaded together, the latter provided with a curved slot *d* and the former with an opening or slot *e* for the reach-pole A.

Formed integral with the inside bottom of the housing D is a semicircular stop F, and upon such bottom is pivoted at *f* a lock G, one end *g* thereof being engaged by the head *a* of the reach-pole, which forces the other end *g'* closed upon the said reach-pole head, and the latter is firmly locked between the stop F and the lock of latch G by a pin H, carried by a barrel I upon the lock G, which engages a hole *h* in the bottom of the housing D. A barrel I extends through the slot *d* in the cover, from whence the pin H may be withdrawn to uncouple the running-gear when desired.

The outside bottom of the housing D is provided with two bearing-lugs L, which form the only contact or bearing between the bed B and the said housing, and also form a pivot upon which the coupling device vibrates vertically in accordance with the movement of the vehicle, while the housing, with vehicle-spring B' attached to its cover, is kept in the bed B by the flange C and permits free circular action of the axle or housing.

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

1. The combination with a vehicle running-gear having a reach-pole provided with an enlarged head or end, of an automatic coupling comprising a circular housing having a reach-pole opening or slot, the cover having a curved slot, a stop integral with the bottom

of the housing, a pivoted lock operated by said pole-head and carrying a pin adapted to engage a hole in the bottom of the housing and hold the lock in said operated position, 5 substantially as set forth.

2. The combination with a vehicle running-gear having a circular bed provided with a vertical flange and secured to the front axle, and a reach-pole having an enlarged head or 10 end, of an oscillating coupler comprising, the housing having a suitable opening for the reach-pole, a cover having a slot, a semicircular stop integral with the housing-bottom,

a semicircular lock pivoted in said bottom and operated by the reach-pole, a barrel upon 15 the lock working through said slot and carrying a locking-pin, and pivot-lugs upon the bottom of the housing forming the only bearing between the said bed and housing, as set forth. 20

In witness whereof I hereunto set my hand in the presence of two witnesses.

GEORGE D. PETTINGELL.

Witnesses:

J. A. HENDERSON,
PERRY D. ROSE.