

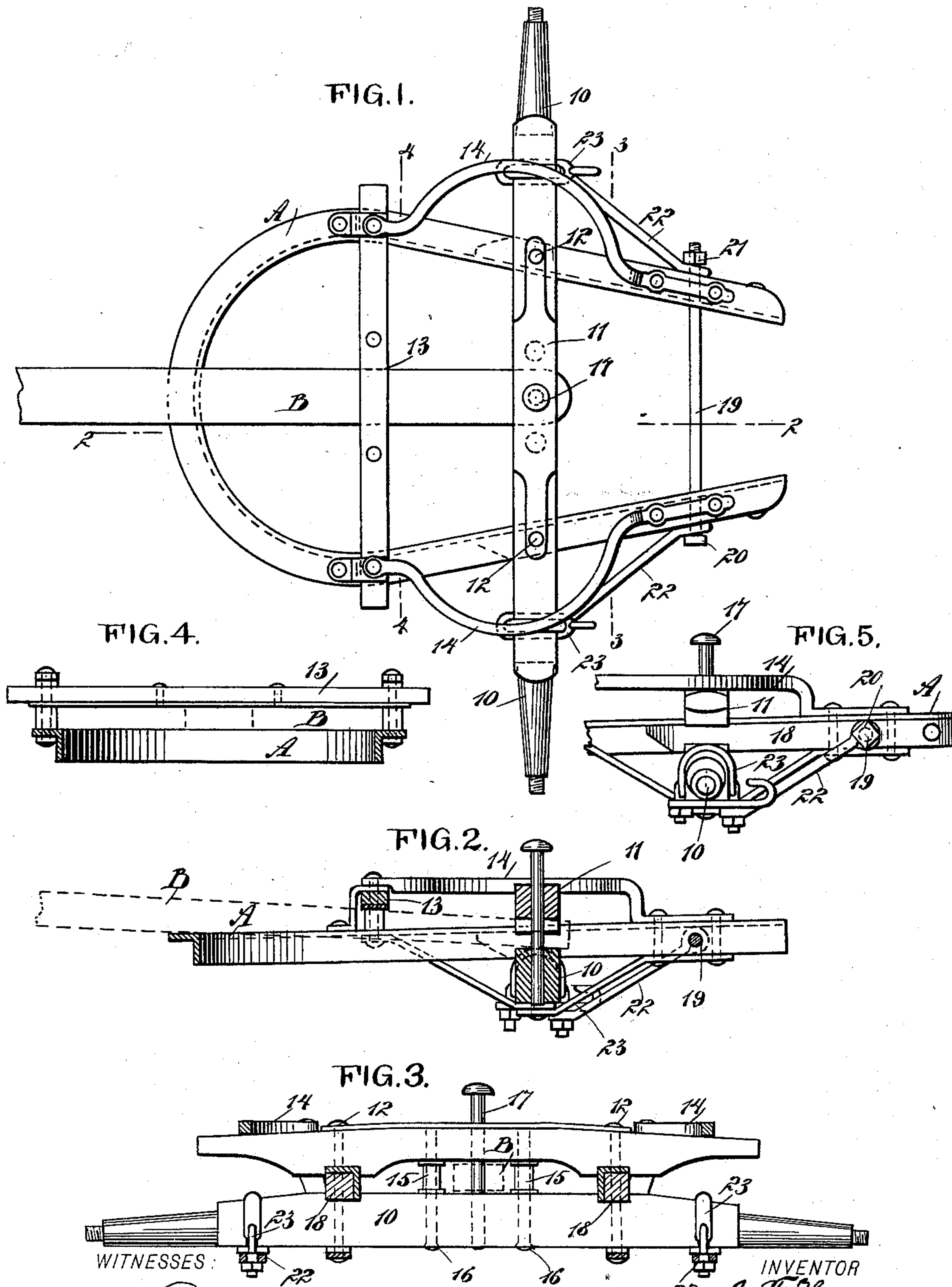
No. 609,276.

Patented Aug. 16, 1898.

J. F. HENNESSY.
VEHICLE RUNNING GEAR.

(Application filed Oct. 2, 1897.)

(No Model.)



WITNESSES:
Donn Twitchell
J. H. H. H. H.

INVENTOR
J. F. Hennessy.
BY *mmw*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

JAMES FRANKLIN HENNESSY, OF WINONA, MINNESOTA, ASSIGNOR TO THE
WINONA WAGON COMPANY, OF SAME PLACE.

VEHICLE RUNNING-GEAR.

SPECIFICATION forming part of Letters Patent No. 609,276, dated August 16, 1898.

Application filed October 2, 1897. Serial No. 653,817. (No model.)

To all whom it may concern:

Be it known that I, JAMES FRANKLIN HENNESSY, of Winona, in the county of Winona and State of Minnesota, have invented a new and useful Improvement in the Running-Gear of Vehicles, of which the following is a full, clear, and exact description.

The object of my invention is to provide a construction whereby the forward hounds of a vehicle running-gear will be greatly strengthened and the appearance of the hounds enhanced in a simple and economic manner and whereby also the bearing for the king-bolt and the bearing for the draw-bolt will be materially strengthened.

The invention consists in the novel construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claim.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a plan view of the forward hounds of a vehicle running-gear, illustrating the improvement applied thereto. Fig. 2 is a longitudinal vertical section taken on the line 2 2 of Fig. 1. Fig. 3 is a transverse vertical section taken on the line 3 3 of Fig. 1. Fig. 4 is a transverse vertical section on the line 4 4 of Fig. 1, and Fig. 5 is a partial side elevation of the forward hounds and parts connected therewith.

A represents the forward hounds of a vehicle running-gear, the hounds being constructed of metal and in the shape of an angle-iron, the horizontal flange of the hounds facing outward. The hounds are secured between the forward axle 10 and the sand bolster or board 11, the attachment being made through the medium of bolts 12, which are passed through the sand board or bolster, through the hounds, and through the axle, the bolts being provided with suitable nuts.

A cross-bar 13, serving as a guide for the reach B, is located upon the upper face of the hounds at the rear of the sand board or bolster, and horizontal braces 14 are secured to the hounds near each end of the cross-bar 13, the braces being bowed outward over the sand board or bolster and carried inward over the

upper portion of the hounds in front of the said sand bolster or board, being secured at their forward ends to the hounds in any suitable or approved manner. The sand bolster or board is held spaced from the axle by means of sleeves 15, located between the members of the hounds, through which sleeves bolts 16 are passed, as shown in Fig. 3, and the king-bolt is passed in the usual way through the sand board or bolster and into the axle.

One of the main features of the invention consists in reinforcing the hounds by wooden bars 18, which are fitted to the hounds between their vertical and their horizontal members, the reinforcing wooden bars 18 extending sufficiently rearward to pass across the axle. In this manner it will be observed that the hounds at their forward ends are not only strengthened, but their appearance is enhanced, and the connection between the sand board or bolster and axle is materially strengthened, and therefore the bearing of the king-bolt is rendered very much stronger than ordinary. Furthermore, by securing the strengthening-bars to the hounds the attachment of the draw-bolt 19 of the hounds is also materially strengthened, and the head 20 of the draw-bolt and the nut 21 at its opposite end are brought outside of the hounds, so that they may be readily reached, instead of being carried beneath the horizontal members of the hounds, in which position they are difficult of access. Braces 22 extend from the draw-bolt to clips 23, secured upon the axle.

By the addition of the reinforcing wooden bars the appearance of the hounds is very decidedly improved, and said hounds are materially stiffened, especially at the front, which is extremely desirable, as the pole of the vehicle has a great side leverage against the hounds when turning with heavy loads.

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

In a running-gear, the combination of an axle, a reach, the front end of which is held on the axle, a sand-board bearing down on the reach and attached rigidly to the axle to hold the reach between the sand-board and

the axle, two hounds formed integrally with each other, the hounds having a yoke shape and having the bent portion of the yoke extended rearwardly beyond the axle and beneath the reach, the front portions of the hounds projecting forward of the axle, a cross-brace extended between and connected with the rear portions of the hounds and engaging the reach, a horizontal brace secured to each end of the cross-brace, the horizontal braces passing forwardly and being respectively bowed outward and passed over the top of the sand-board, and the horizontal braces then

extending inward and being respectively connected with the front portions of the hounds, a draw-bolt passing between the front braces of the hounds, and two additional braces, the front ends of which are respectively held by the ends of the draw-bolt, and said additional braces respectively passing rearward and outward and being attached to the under side of the axle near the ends thereof. 15 20

JAMES FRANKLIN HENNESSY.

Witnesses:

O. B. GOULD,
H. M. KINNEY.