

No. 620,210.

Patented Feb. 28, 1899.

O. AHLBURY.
RUNNING GEAR.

(Application filed Dec. 22, 1898.)

(No Model.)

2 Sheets—Sheet 1.

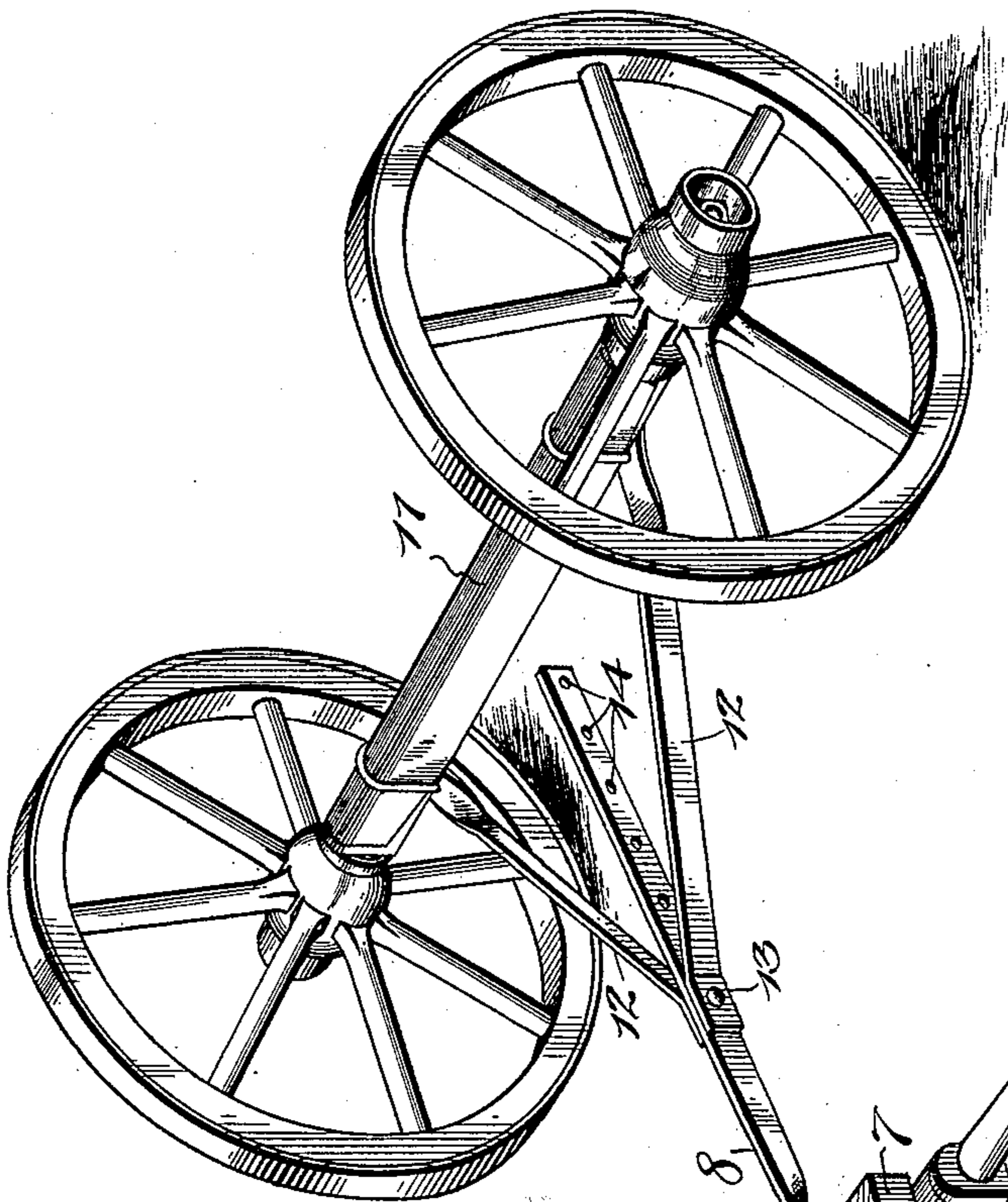


Fig. 1.

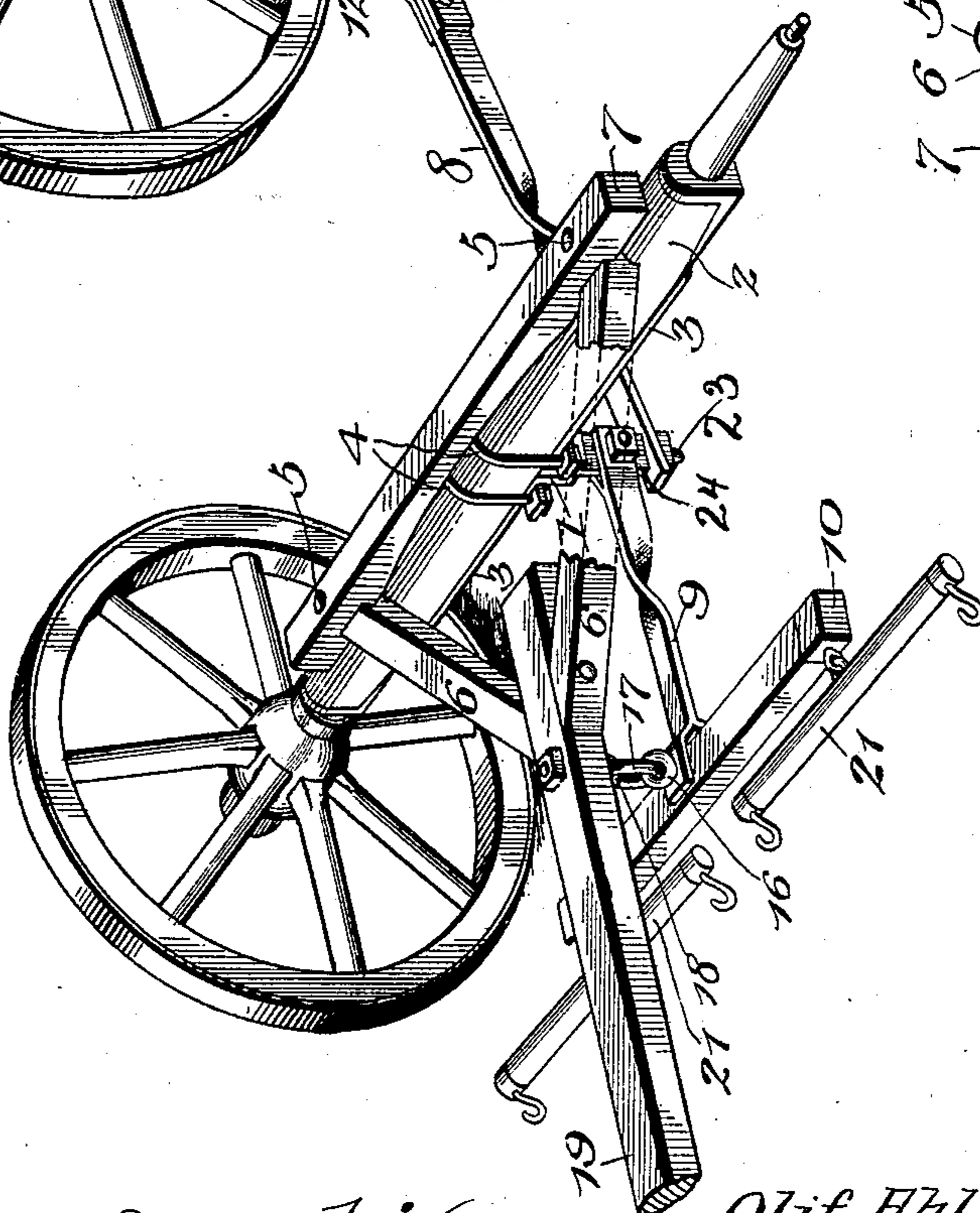
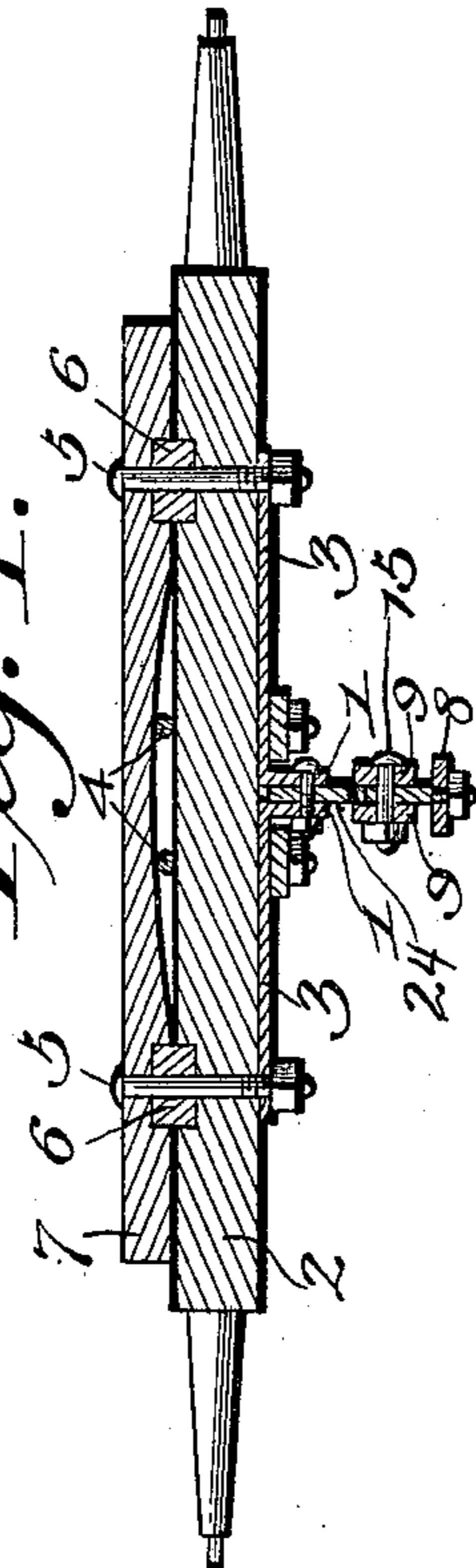


Fig. 2.



Witnesses
A. Roy Appleman
J. H. Riley

By *his* Attorneys,

Inventor,
Olaf Ahlbury.

Cashmore & Co.

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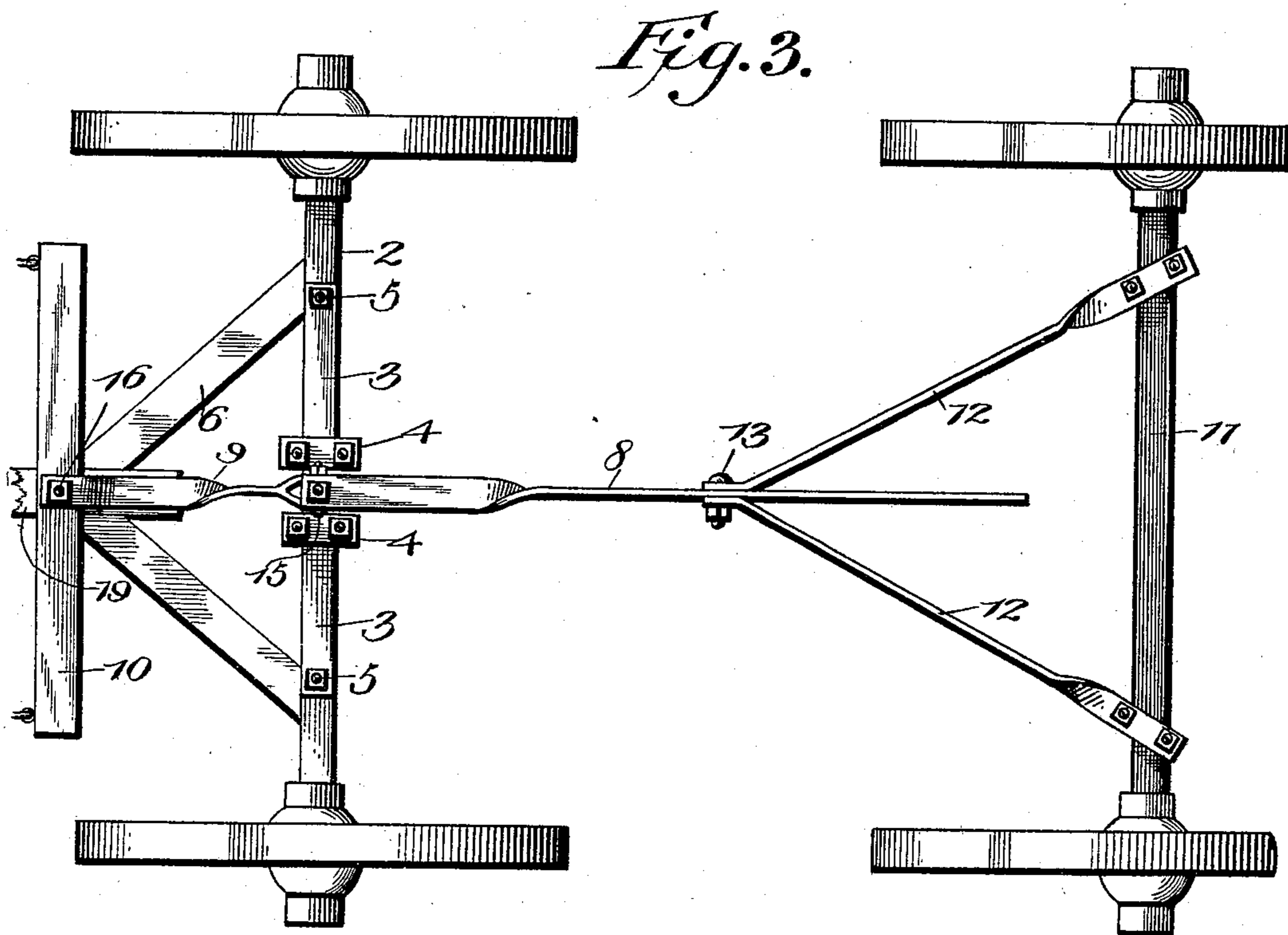
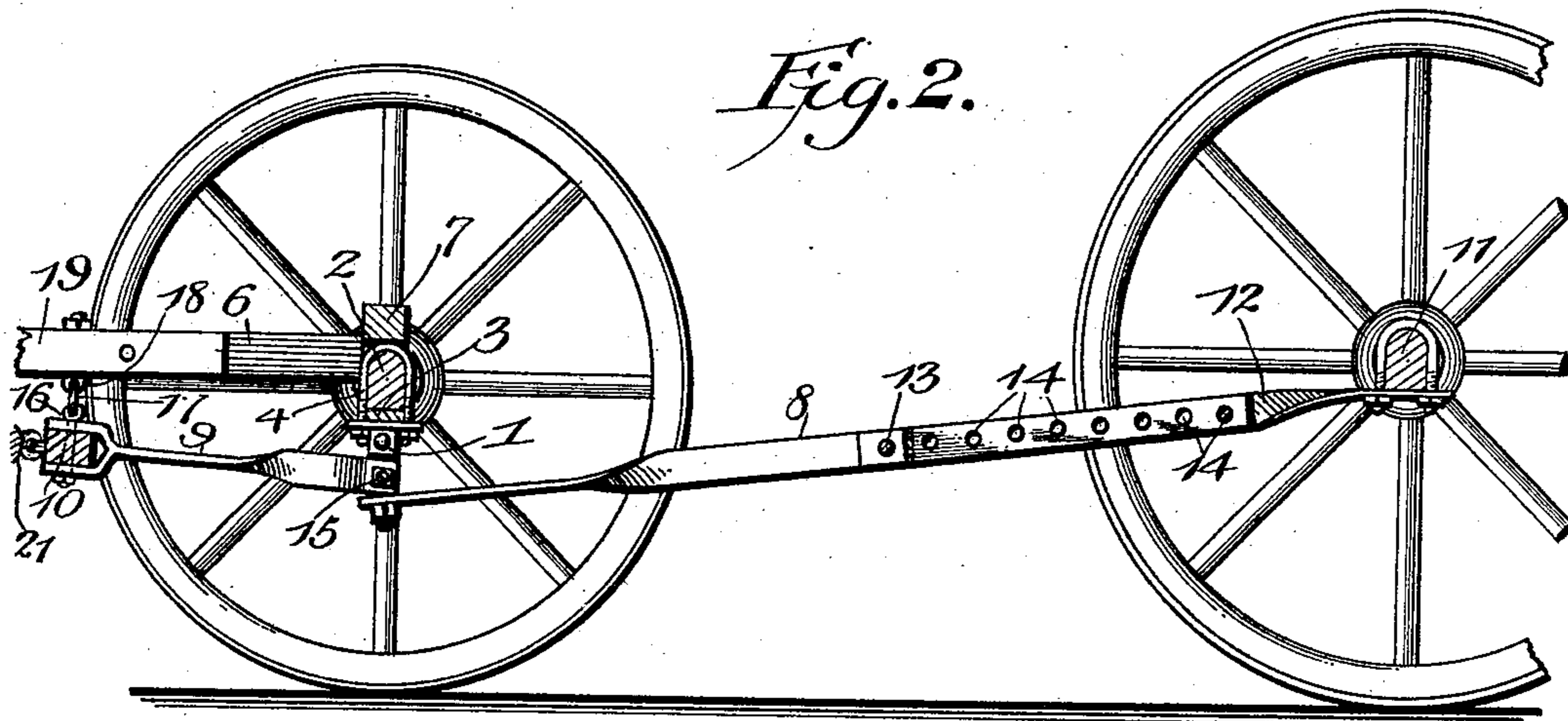
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Witnesses

A. Roy Appelman

By *his* Attorneys,

J. G. P. Piley

Oliv Ahlbury Inventor.

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

OLIF AHLBURY, OF CLYDE, KANSAS.

RUNNING-GEAR.

SPECIFICATION forming part of Letters Patent No. 620,210, dated February 28, 1899.

Application filed December 22, 1898. Serial No. 700,009. (No model.)

To all whom it may concern:

Be it known that I, OLIF AHLBURY, a citizen of the United States, residing at Clyde, in the county of Cloud and State of Kansas, have invented a new and useful Running-Gear, of which the following is a specification.

The invention relates to improvements in running-gears.

The object of the present invention is to improve the construction of running-gear and to provide a simple, inexpensive, and efficient one, adapted to enable a load to be drawn with greater facility than with the ordinary arrangement of running-gear.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a perspective view of a running-gear constructed in accordance with this invention, a portion of the front hounds being broken away. Fig. 2 is a longitudinal sectional view of the same. Fig. 3 is a reverse plan view. Fig. 4 is a transverse sectional view taken through the front axle.

Like numerals of reference designate corresponding parts in all the figures of the drawings.

1 1 designate a pair of depending arms arranged beneath the center of a front axle 2 and formed by bending the inner terminals of plates or bars 3 downward, as clearly illustrated in Fig. 4 of the accompanying drawings, and the plates or bars 3 are secured to the lower face of the axle 2 by clips 4 and vertical bolts 5, the clips being arranged adjacent to the arms 1 and the bolts 5 being located at the outer terminals of the plates or bars and serving as the fastening devices for securing the front hounds 6 and the bolster 7 to the axle 2. Between the arms 1, which are rigid with the front axle, is fulcrumed the upper end of a depending bar or lever 24, provided at its lower end with a pivot 23 to receive a reach 8, and connected with the rear end of a bar 9, which extends forward from the depending lever to a doubletree 10. The reach 8, which is located a considerable distance below the front axle, is adjustably connected with the rear axle 11 by the rear

hounds 12, clipped at their rear terminals to the axle 11 and having their front ends arranged at opposite sides of the reach 8. The rear hounds preferably consist of metal bars, which, as illustrated in the accompanying drawings, are given a quarter-turn to arrange their ends in planes at right angles to each other. The rear ends of the hounds are arranged flat against the lower face of the rear axle in substantially a horizontal plane, and the front ends of the rear hounds are disposed in a vertical plane and are perforated for the reception of a transverse bolt 13, which passes through the reach. The reach is provided at intervals with perforations 14, and is capable of enabling the running-gear to be adjusted similar to an ordinary reach to lengthen the said running-gear for accommodating a hay-rack or for shortening it to receive a wagon-body or the like.

The lower end of the pivot 7 is threaded for the reception of a nut for retaining the reach in place, and the said reach, which may consist of a metal bar, is given a quarter-turn to arrange its front portion in a horizontal plane. The front connecting or draft bar is attached to the depending lever at a point between the reach and the arms 1, and the said lever is provided with perforations to enable the draft-bar to be adjusted vertically. The draft-bar has its ends forked or bifurcated, and it is provided between its ends with a quarter-turn to arrange the forks or bifurcations in planes at right angles to each other. The rear fork or bifurcation receives the depending lever 24 and is pivoted to the same by a transverse bolt 15, and its front fork or bifurcation has the doubletree 10 pivoted to it by an eyebolt 16. The eyebolt is connected by a link 17 with an eyebolt 18, depending from the lower face of the tongue 19, which is pivoted between the front hounds 6. The flexible connection between the front end of the draft-bar 9 suspends the same and the doubletree beneath the tongue, which is designed to be connected with the team in the usual manner. The doubletree carries singletrees 21, which receive the traces.

The invention has the following advantages: The coupling, which connects the front and rear axles, lowers the draft and connects the same with the back of the load, and thereby

enables the latter to be pulled with much greater facility than with the ordinary running-gear, where the doubletree is pivoted to the upper face of the tongue or pole. The running-gear is adapted to be lengthened and shortened similar to the ordinary reach-coupling, and it possesses great strength and durability and is not liable to be easily broken.

Changes in the form, proportion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

What is claimed is—

1. A device of the class described comprising front and rear axles, a pole connected with the front axle, a lever depending from the latter, a reach rigidly connected with the rear axle and pivotally connected with the lever, and a doubletree located beneath the pole and connected with the same and with the depending lever, substantially as described.

2. A device of the class described comprising front and rear axles, a pole connected with the front axle, a lever depending from the latter, a reach pivotally connected with the lever and adjustably connected with the rear axle, a draft-bar connected with the lever at its rear end and having its front end suspended from the pole, and whiffletrees connected with the front end of the draft-bar, substantially as described.

3. A device of the class described comprising front and rear axles, arms depending from

the front axle, a lever fulcrumed between the arms, depending therefrom and provided at its lower end with a pivot, rear hounds secured to the rear axle, a reach connected with the rear hounds and mounted on the pivot of said lever, a pole connected with the front axle, a draft-bar extending forward from the lever and flexibly connected with the pole and suspended therefrom, and a doubletree mounted on the front portion of the draft-bar, substantially as described.

4. A device of the class described comprising front and rear axles, bars secured to the lower face of the front axle and having their inner ends bent downward to provide arms, a lever depending from and pivoted between the arms, a reach extending rearward from the lever, rear hounds connecting the reach with the rear axle, a pole, front hounds connecting the pole with the front axle, a draft-bar located beneath the pole and having its front end suspended therefrom and pivoted at its rear end to said lever, and a doubletree mounted on the draft-bar, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

OLIF AHLBURY.

Witnesses:

A. E. HOUCHIN,
F. A. GRIFFIN.