

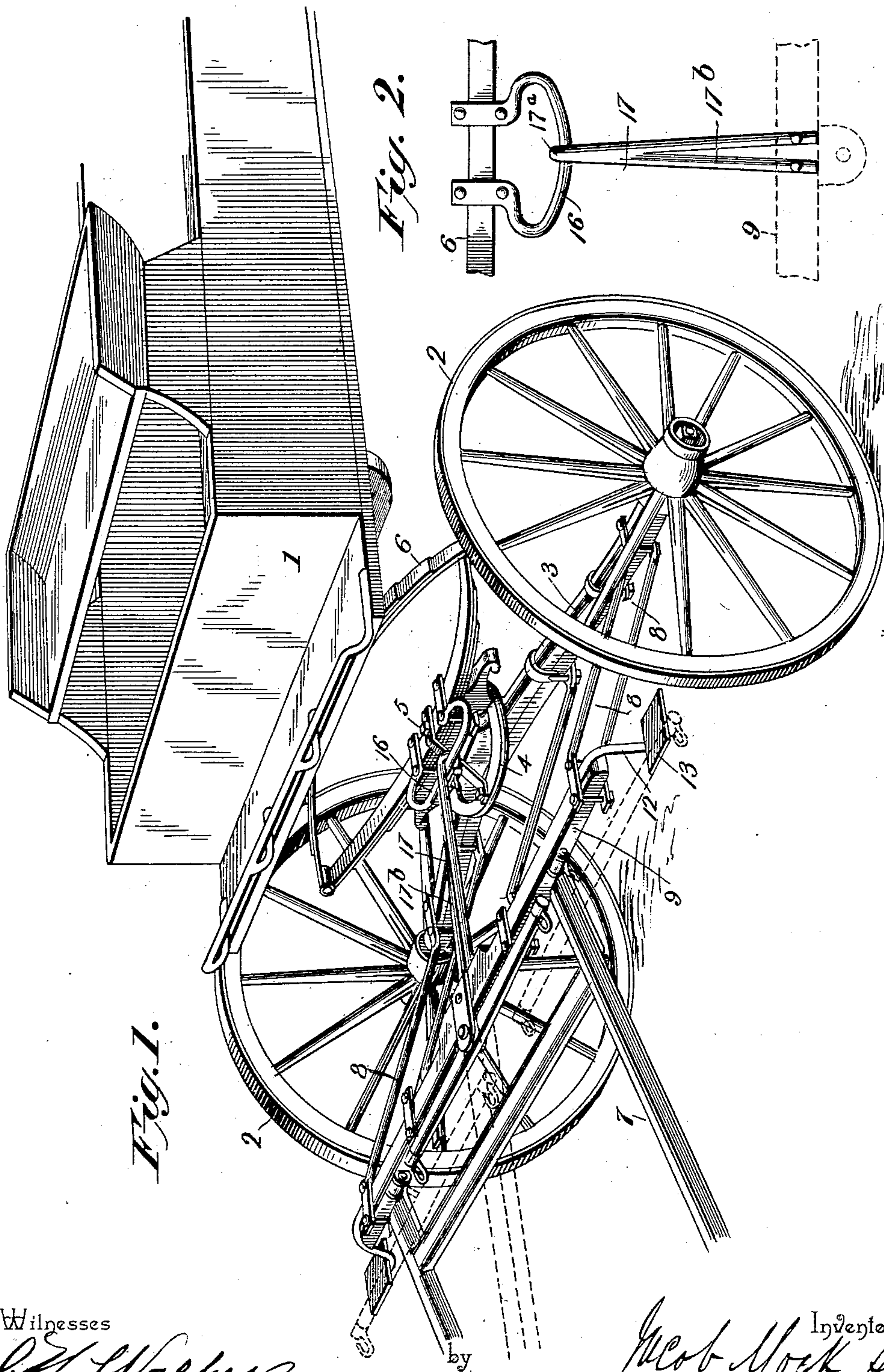
**No. 677,252.**

**Patented June 25, 1901.**

**J. MOCK, SR.**  
**RUNNING GEAR FOR WAGONS.**

(Application filed May 7, 1901.)

(No Model.)



Witnesses

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# UNITED STATES PATENT OFFICE.

JACOB MOCK, SR., OF LOUISVILLE, KENTUCKY.

## RUNNING-GEAR FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 677,252, dated June 25, 1901.

Application filed May 7, 1901. Serial No. 59,124. (No model.)

*To all whom it may concern:*

Be it known that I, JACOB MOCK, Sr., a citizen of the United States, residing at Louisville, in the county of Jefferson and State of Kentucky, have invented a new and useful Improvement in Running-Gear for Wagons, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings and to the numerals of reference marked thereon.

My invention relates to improvements in running-gear more particularly adapted to light delivery-wagons of the class known as "three-spring" wagons, the driver of which frequently mounts to and alights from his seat by means of the step, thereby placing his weight upon the horse, the result of which frequently-repeated action becomes wearisome and injurious to the animal. In Letters Patent No. 646,857, granted to me April 3, 1900, is set forth an invention aiming to relieve the horse from such weight, and the present invention is intended to improve the one described in my said former Letters Patent. In the practical use of the invention described therein it has been found that some strain is applied to the fifth-wheel and king-bolt, and in order to take the strain therefrom I connect, by means of a brace, the front spring with the step-support.

In the accompanying drawings, Figure 1 is a perspective view of the front portion of a spring delivery-wagon having my invention applied thereto. Fig. 2 is a detail.

Similar numerals of reference indicate similar parts in the respective figures.

1 represents a part of the body of the wagon.

2 2 are the front wheels, mounted upon the front axle 3, which is combined in the usual manner with the fifth-wheel or slide 4 by means of the king-bolt 5.

The invention being applicable to either a one or a two horse wagon, the arrangement of shafts for a single horse is shown in full lines by the numeral 7 and for two horses in dotted lines.

8 8 indicate strong iron braces, the inner ends of which are removably secured to the axle 3 by bolts or other suitable means which will suggest themselves to the skilled manufacturer. To the outer ends of the braces 8 is secured a stout bar of wood 9, to which the

singletree or singletrees are suitably fastened, and projecting from each end of the bar 9 is a support 12, to which is attached an ordinary step 13. To the bar 9 the clips of the shafts 7 are secured in the usual manner.

In my former patent, No. 646,857, the braces 8 were considered sufficiently rigid to hold the bar 9 in position and to sustain the weight of the driver as he steps to or from his seat, using either of the steps 13, and also to prevent any twisting or tipping of the bar 9 under his weight. It has been found, however, that the continued mounting and dismounting of the driver brings undue strain upon the fifth-wheel and king-bolt, and to relieve these parts of such strain I apply to the front spring 6 a circular slide 16, it being secured thereto in any suitable manner. Fig. 2 shows the slide detached. In connection with the circular slide I employ a brace 17, having a hook 17<sup>a</sup> at its inner end, which engages with the slide, while the opposite end of the brace 17 is forked, as seen at 17<sup>b</sup>, and fastened to the bar 9. It will be seen that the arrangement is such that the circular slide 16, acting in conjunction with the hooked end of the brace 17, permits the turning of the front axle upon the king-bolt, while the brace 17 will always preserve such relation to the bar 9 as to effectually assist in supporting it, the brace 17 constituting the upper member of a triangle formed by itself, the braces 8, and the parts of the vehicle to which the rear ends of said members are attached.

The bar 9, held in the manner described, serves the triple purpose of supporting the shafts, the singletree, and the steps.

This invention takes the place of the ordinary long-heel shaft fastened to the axle by clips, and by its use the weight of the driver is taken from the horse, the shafts being used only as a guide, and when the driver steps on or off the wagon his weight is indirectly transferred to the front axle 3, instead of being thrown upon the back of the horse, the transfer of weight to the front axle being communicated in part through the medium of the brace 17.

While I have here shown what is considered to be a simple, efficient, and easily-operated device, I do not confine myself to this particular construction, as it is evident that

modifications thereof having the same functions may be devised by a skilful mechanic without the exercise of invention.

Having thus described my invention, I  
5 claim—

In a wagon of the class described, the combination of the front axle 3, braces 8 attached to the front axle and extending upwardly and forwardly therefrom, the bar 9 secured to the  
10 outer ends of the braces 8, the circular slide 16 secured to the front spring, and a brace 17

having a hook 17<sup>a</sup> connecting with the said slide, the opposite end of said brace being attached to the bar 9, substantially as described and shown.

In testimony whereof I hereunto set my  
hand.

JACOB MOCK, SR.

Witnesses:

JACOB MOCK, Jr.,  
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