No. 707,896. Patented Aug. 26, 1902.

J. E. BENNETT.

RUNNING GEAR FOR WAGONS.

(Application filed Nov. 15, 1901.)

(No Model.)

Fig. I.

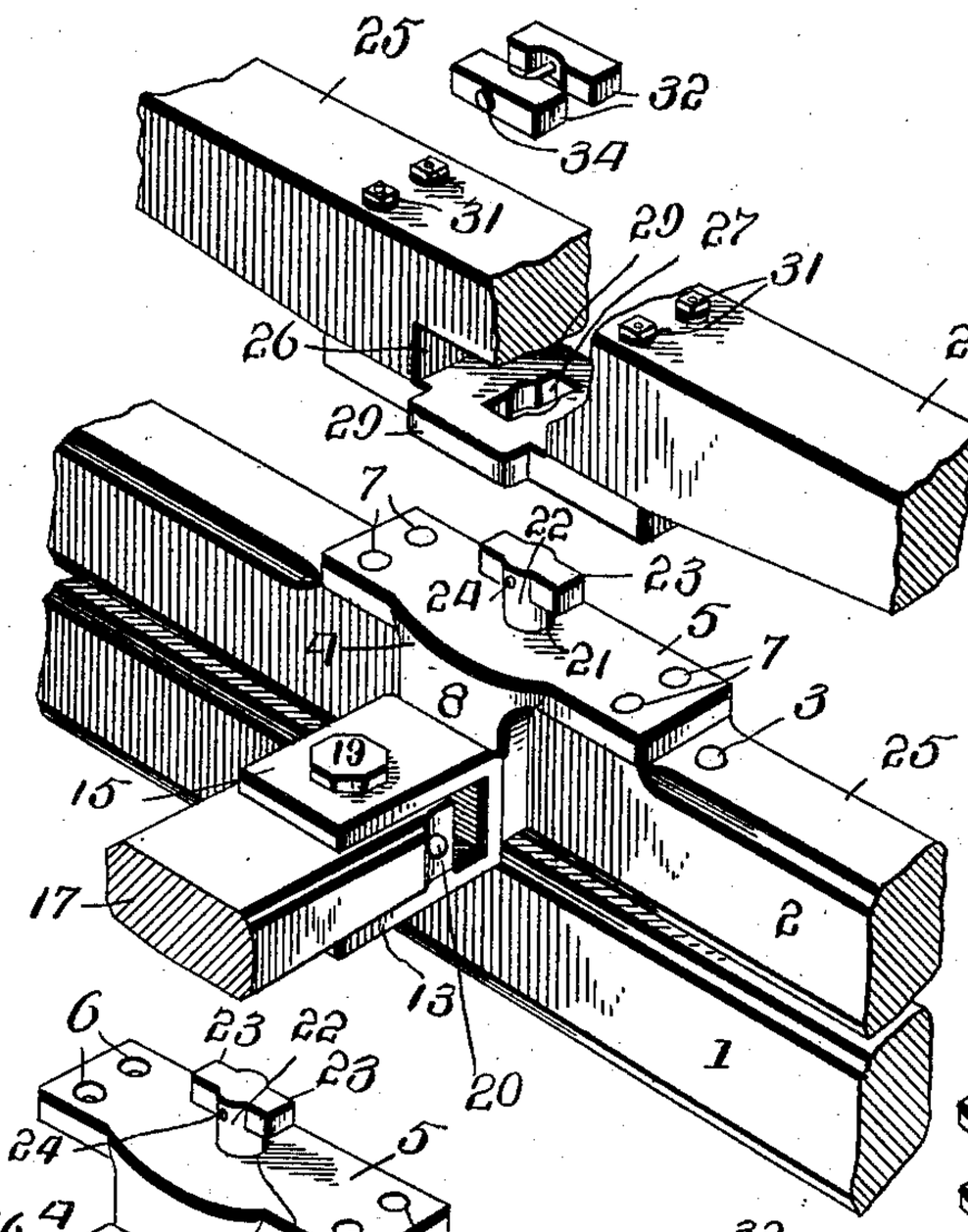


Fig. VIII.

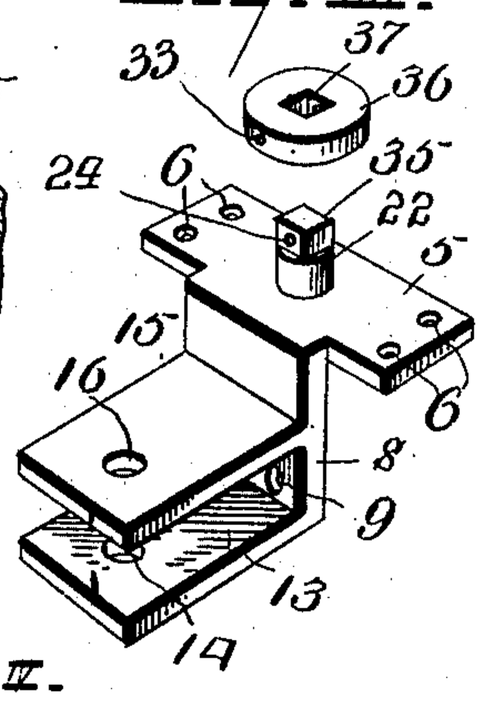


Fig. VII.

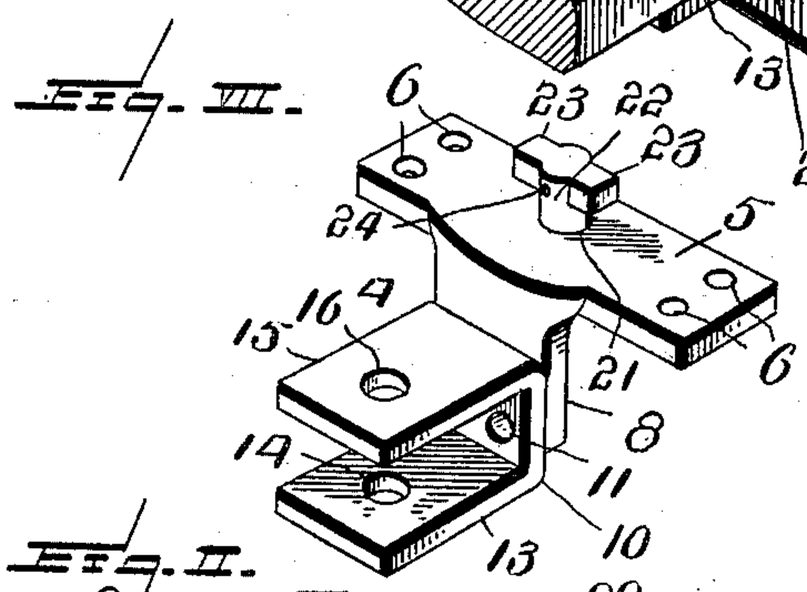


Fig. IV.

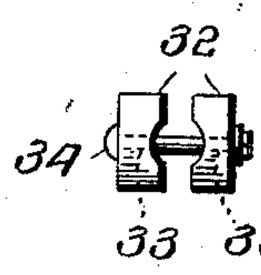


Fig. II.

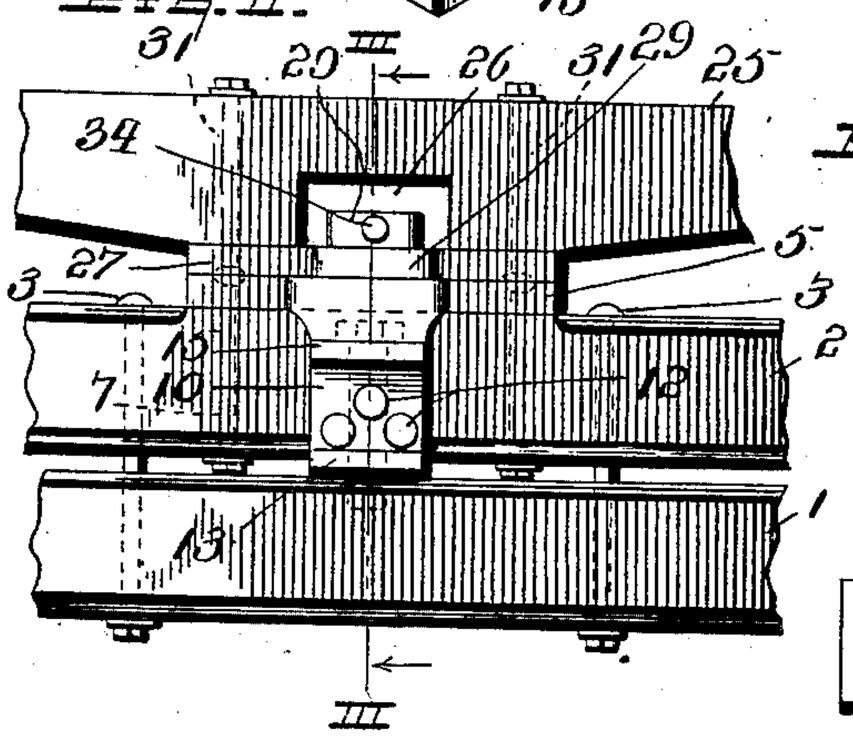


Fig. V.

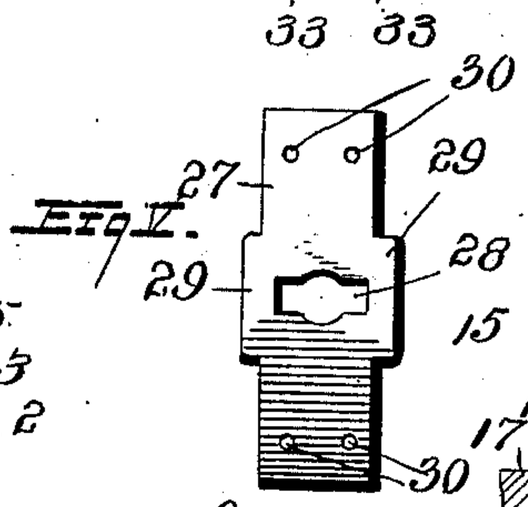


Fig. III.

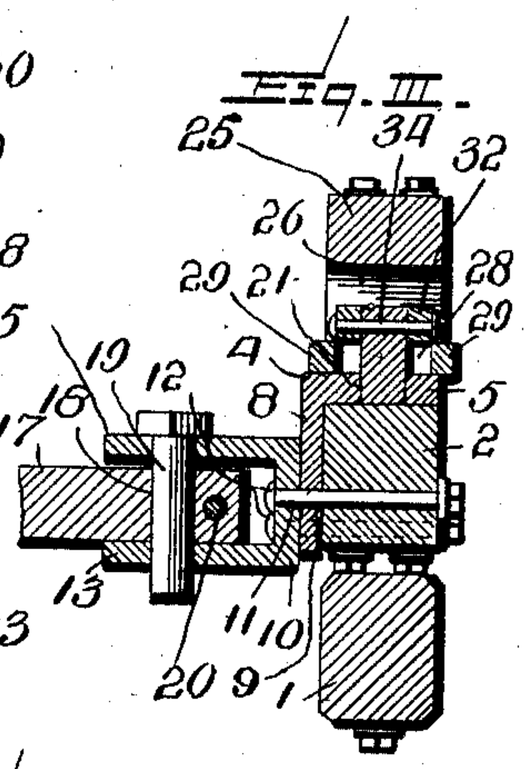
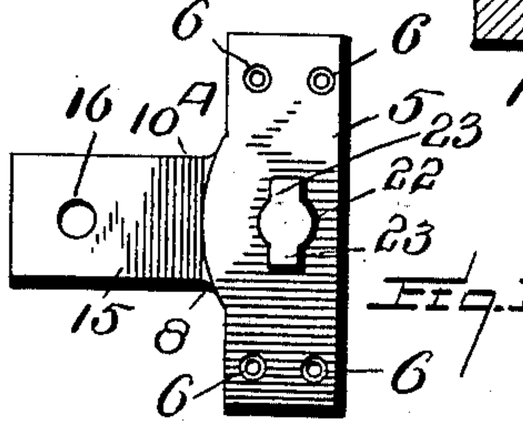


Fig. VI.



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UNITED STATES PATENT OFFICE.

JAMES E. BENNETT, OF MOMENCE, ILLINOIS.

RUNNING-GEAR FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 707,896, dated August 26, 1902.

Application filed November 15, 1901. Serial No. 82,490. (No model.)

To all whom it may concern:

Be it known that I, JAMES EDWARD BENNETT, a citizen of the United States of America, and a resident of Momence, in the county of Kankakee and State of Illinois, have invented certain new and useful Improvements in Running-Gear for Wagons, of which the following is a specification.

My invention is an improvement in running-gear for wagons and to a peculiar construction of reach-coupler or bracket, whereby the reach is removably connected with the sand-bar independently of the bolster and the latter is detachably connected with the king-bolt, which in turn is connected with the reach-coupler or bracket.

My invention consists in the novel features of construction hereinafter described and claimed.

In order that my invention may be fully understood, I will proceed to describe it with reference to the accompanying drawings, in which—

Figure I is a perspective view of my improved running-gear for wagons, the parts being shown in operative relation to each other, the locking-piece and the bolster being separated and the latter partly broken away to show the king-bolt opening. Fig. II is a rear elevation of the same, the parts being connected. Fig. III is a vertical transverse section thereof, taken on the line III III of Fig. II looking in the direction of the arrows. Fig. IV is a plan view of the locking-piece. Fig. V is a plan view of the upper wear or bolster plate. Fig. VI is a plan view of the lower wear or sand-bar plate and bracket. Fig. VII is a perspective view of the same. Fig. VIII is a perspective view showing a modification thereof, the locking-piece being removed.

1 represents the axle of a wagon, and 2 a sand-bar surmounting the axle and rigidly secured thereto by bolts 3, extending through both of these members.

4 is the inner part of my reach-coupler or bracket, formed with a lower wear or sand-bar plate 5, resting on the top of the sand-bar and having bolt-holes 6 at its ends, through which bolts 7 extend, whereby the reach-coupler is rigidly fastened to the sand-bar. This outer part of the reach-coupler is also formed with a drop or depending piece 8, having a triangular arrangement of bolt-holes 9 and lapping the inner side of the sand-bar.

10 is the outer part of my reach-coupler, having a triangular arrangement of bolt-holes 11, registering with the bolt-holes in the drop-piece, and through which the bolt-holes in the drop-piece extend, a triangular arrangement of bolts 12 for fastening the parts of the reach-coupler and sand-bar together.

The inner part of the reach-coupler is also formed with a lower plate 13, having a pin-hole 14, and with an upper plate 15, having a pin-hole 16. Between these two plates the end of a reach 17, having a pin-hole 18, is inserted and pivotally connected thereto by means of a coupling-pin 19, extending through the registering pin-holes of the plates and the reach. The reach is strengthened at its extremity by means of a transverse bolt 20.

21 is a central opening in the lower wear-plate, in which is fitted a king-bolt 22, formed with a head having radial lugs 23, arranged in line with the lower wear-plate, providing a T-shaped head. The king-bolt is also formed with an axial bolt-hole 24. Located above the sand-bar is a removable bolster 25, having a central recess 26 on its under side to receive the head of the king-bolt.

27 is an upper wear or bolster plate formed with a transverse central slot or opening 28 at right angles to the head of the king-bolt, corresponding in shape to the head of the latter, so that the head is permitted to pass upwardly therethrough when the upper wear-plate is placed thereover transversely of the lower wear-plate. The central part of the slot in the upper wear-plate is circular and fits around the king-bolt and turns freely on the latter, to which it is thus pivoted. The upper wear-plate is also formed with projections 29 to provide extended bearings at its sides and with bolt-holes 30 at the ends thereof, through which bolts 31 extend to fasten the upper wear-plate to the bolster across the central recess, so as to bridge the latter. This recess is provided to receive the head of the king-bolt and to gain ready access thereto.

The bolster and its upper wear-plate are locked to the king-bolt by means of a removable divided locking-piece 32, formed in two parts having bolt-hole 33 and placed on op-

posite sides of the head of the king-bolt and secured thereto by a bolt 34, extending therethrough and through the axial bolt-hole of the head.

In Fig. VIII, I show a modified construction of reach-coupler, king-bolt, and locking-piece in which the outer and inner parts of the reach-coupler are formed in one piece, so as to present a single thickness at the drop-piece. The king-bolt in this instance has a square head 35, and the locking-piece 36 is circular and is formed in one piece with a square opening 37 to receive the square head of the king-bolt.

It will be seen that in my improvement either the bolster or reach can be removed independently, the bolster by simply removing the locking-piece and detaching it and the reach separated by merely withdrawing the coupling-pin to release it.

Having thus described my invention, the following is what I claim as new therein and desire to secure by Letters Patent:

1. A reach-coupler constructed with a king-bolt or wear-plate, a drop-piece, and lower and upper plates extending from the drop-piece and having pin-holes for the reception of a coupling-pin whereby the end of a reach is fastened to the upper and lower plates.

2. A reach-coupler constructed with a wear-plate adapted to be fastened to the top of the sand-bar, a drop-piece adapted to fit against a side of the sand-bar, and lower and upper plates extending from the drop-piece, and having pin-holes for the reception of a coupling-pin, whereby the end of a reach is fastened to the plates.

3. A reach-coupler constructed with a wear-plate adapted to be fastened to the top of the sand-bar, a drop-piece adapted to fit against a side of the sand-bar, lower and upper plates extending from the drop-piece, and having pin-holes for the reception of a coupling-pin whereby the end of a reach is fastened to the plates, a king-bolt secured to the wear-plate and a removable locking-piece detachably fastened to the king-bolt.

4. A reach-coupler constructed with a wear-plate adapted to be fastened to the top of a sand-bar, a drop-piece adapted to fit against a side of the sand-bar, lower and upper plates extending from the drop-piece, and having pin-holes for the reception of a coupling-pin whereby the end of a reach is fastened to the plates, a king-bolt secured to the wear-plate having radial lugs providing a T-shaped head and a removable divided locking-piece fastened to the king-bolt.

5. The combination of an axle, a sand-bar, surmounting and fastened to the axle, a reach-coupler constructed with a wear-plate fastened to the top of the sand-bar, a drop-piece fitting against a side of the sand-bar, and lower and upper plates having pin-holes and extending from the drop-piece, and a coupling-pin extending through the pin-holes for removably fastening the end of a reach to the lower and upper plates.

6. The combination of an axle, a sand-bar, surmounting and fastened to the axle, a reach-coupler constructed with an inner part formed with a wear-plate fastened to the top of the sand-bar, and a drop-piece fitting against a side of the sand-bar, and an outer part fastened to the drop-piece and sand-bar, and formed with lower and upper plates having pin-holes and extending from the drop-piece, and a coupling-pin extending through the pin-holes for removably fastening the end of a reach to the lower and upper plates.

7. The combination of an axle, a sand-bar surmounting and fastened to the axle, a reach-coupler constructed with a lower wear-plate fastened to the sand-bar, a king-bolt, a bolster having a central recess at the under side, an upper wear-plate having a central opening and fastened to the bolster across the recess, and a locking-piece detachably secured to the king-bolt within the recess.

8. The combination of an axle, a sand-bar surmounting and fastened to the axle, a reach-coupler constructed with a lower wear-plate fastened to the sand-bar, a king-bolt having a head formed with radial lugs in line with the wear-plate, and an axial bolt-hole, a bolster having a central recess at the under side, an upper wear-plate having a central opening transverse thereof corresponding in shape to the head of the king-bolt, a divided locking-piece within the recess and a bolt extending through the locking-piece and through the bolt-hole of the head for detachably securing the locking-piece to the head.

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