

No. 749,287.

PATENTED JAN. 12, 1904.

L. T. GIBBS.
RUNNING GEAR.

APPLICATION FILED APR. 16, 1903.

NO MODEL.

Fig. 1.

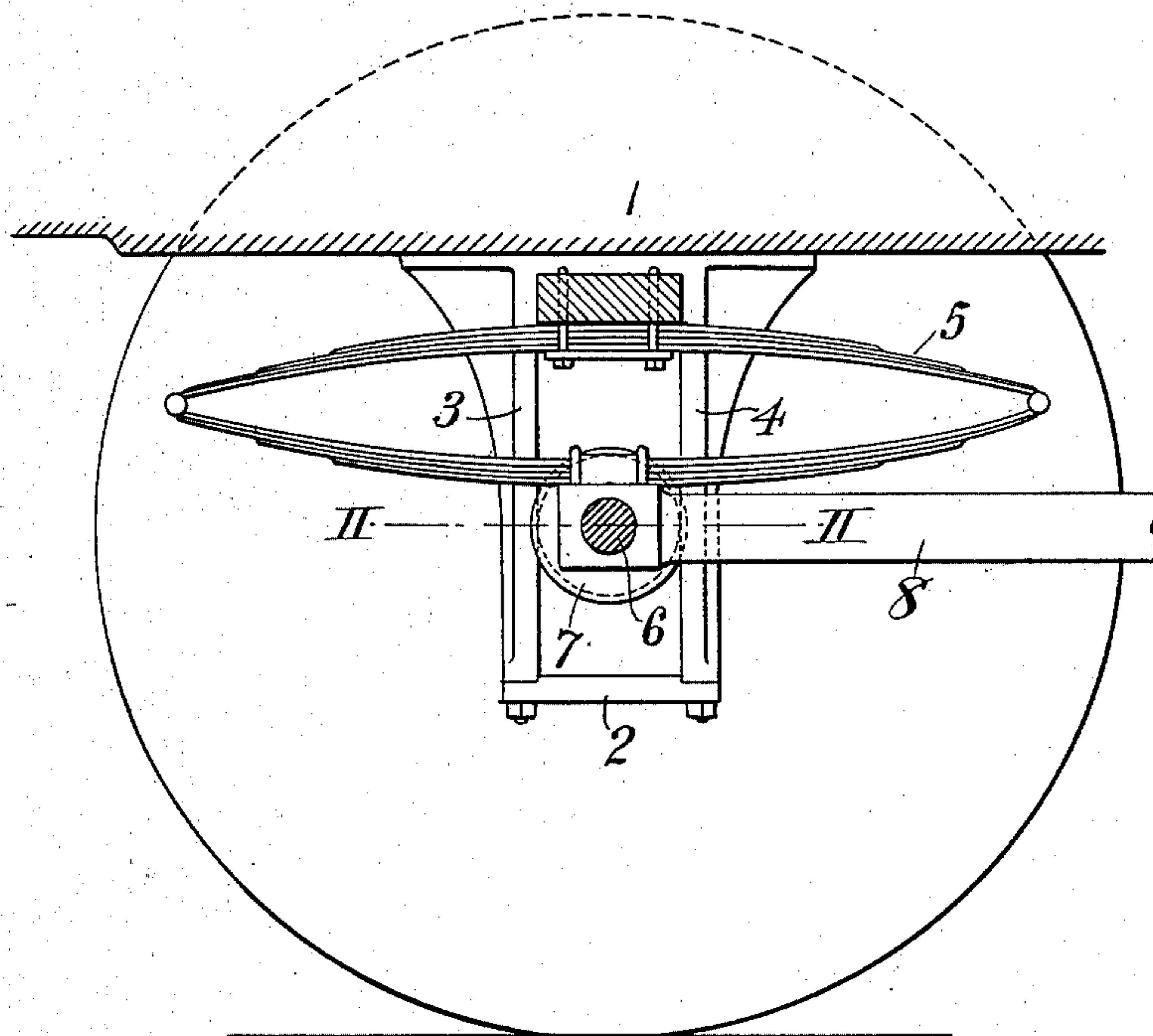
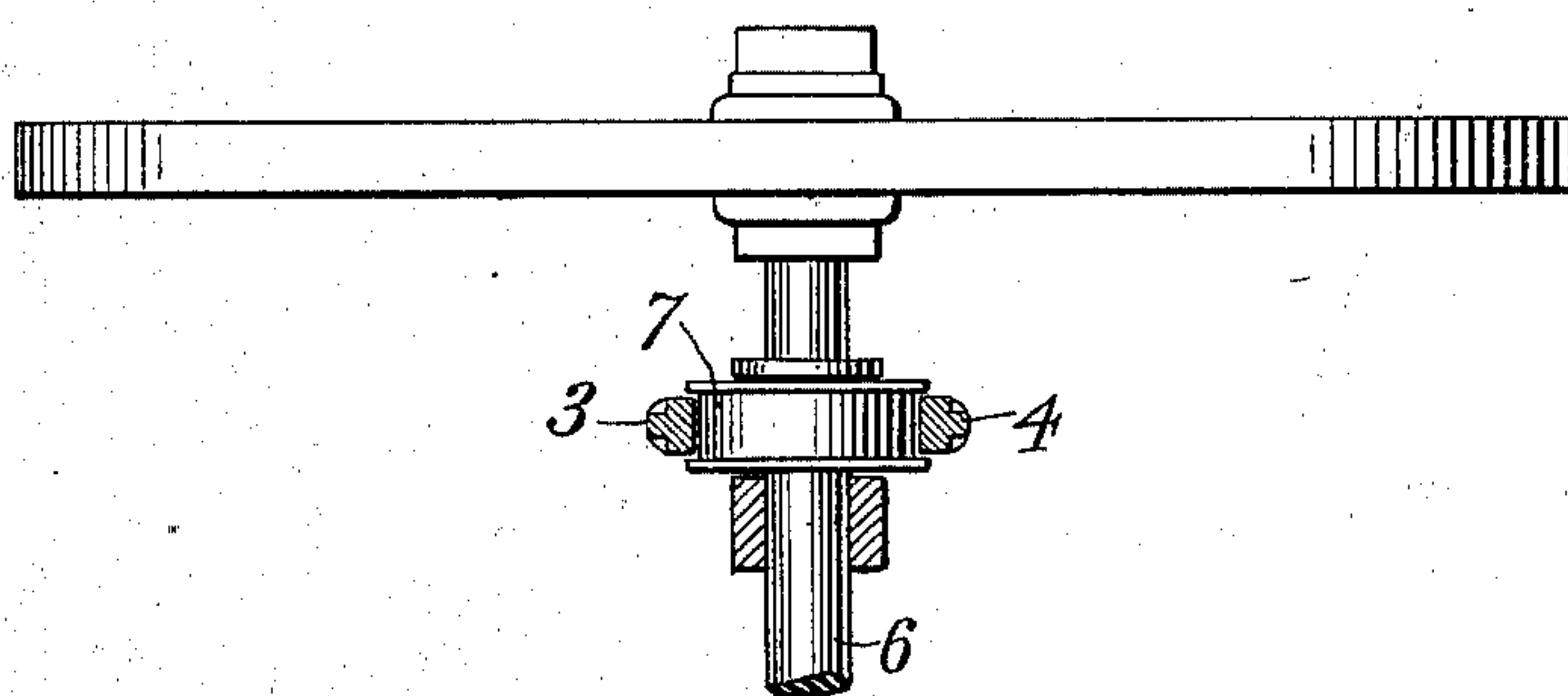


Fig. 2.



Witnesses:

Raphael Vetter
A. Dunham.

Lucius T. Gibbs, Inventor

by Kerr, Page & Cooper. Attys

UNITED STATES PATENT OFFICE.

LUCIUS T. GIBBS, OF NEW YORK, N. Y., ASSIGNOR TO VEHICLE EQUIPMENT COMPANY, A CORPORATION OF NEW YORK.

RUNNING-GEAR.

SPECIFICATION forming part of Letters Patent No. 749,287, dated January 12, 1904.

Application filed April 16, 1903. Serial No. 152,937. (No model.)

To all whom it may concern:

Be it known that I, LUCIUS T. GIBBS, a citizen of the United States, residing in the city, county, and State of New York, have invented certain new and useful Improvements in Running-Gears, of which the following is a specification, reference being had to the drawings accompanying and forming part of the same.

This invention relates to running-gear for vehicles, and more particularly to the type illustrated in my prior patent, No. 647,600, dated April 17, 1900. In that patent I have shown a pedestal construction in which the axles, mounted in suitable boxes, are free to move vertically in their respective pedestals independently of each other. This arrangement has proven satisfactory in practice; but the present devices possess the same and other advantages, which latter will be more particularly specified in connection with the description of the drawings.

The invention consists of the novel combinations and features hereinafter described, and set forth in the claim.

Referring now to the drawings, Figure 1 shows my invention in side elevation. Fig. 2 is a section of the same on line II II.

The body of the vehicle is indicated by 1, carrying on each side a pedestal 2. The pedestals are constructed in any convenient and suitable manner, so as to have two guides or rails 3 4, and are firmly secured to the body or floor of the vehicle. Fastened to the pedestal or the vehicle itself on each side is a spring of spiral form or the leaf type 5 shown or any other convenient or desired kind. The springs carry an axle 6, on which is rotatably mounted a roller 7 between the guides or rails 3 4, slightly smaller in diameter than the distance between the same.

The operation of the devices will be readily understood from the foregoing. As the springs yield and expand in passing over ob-

structions on the road the axles will rise and fall in the pedestals. The rollers 7 being slightly smaller than the openings in which they play will roll on one or the other of the guides with the vertical movement of the axle and springs. The result is that the friction between the pedestal guides and the moving parts is a rolling friction instead of rubbing or grinding. Less lubrication is therefore required, and the wear on the guides and axle-box is greatly reduced and the whole for that reason rendered more durable.

It should be understood, of course, that my invention is applicable both to ordinary vehicles and to automobiles—in fact, to vehicles of any description. In use with automobiles the axle, front or rear, or both, may be provided with motor-arms 8 for carrying a motor or other devices.

The specific construction shown is of course typical merely of my invention and represents only one of the many embodiments of which the same is capable. For example, a single guide may be used instead of the two shown between a pair of separated rollers, one or the other of which will bear against the guide and roll thereon as the spring yields. This construction, however, I consider within the scope of my invention.

What I claim is—

The combination with a vehicle body or floor, of a pedestal thereon having parallel guides or rails, a spring, an axle carried by the spring and extending between the guides or rails, and a roller revolvably mounted on the axle between the guides or rails and adapted to roll on the same when the axle is moved vertically, as set forth.

LUCIUS T. GIBBS.

Witnesses:

M. LAWSON DYER,
S. S. DUNHAM.