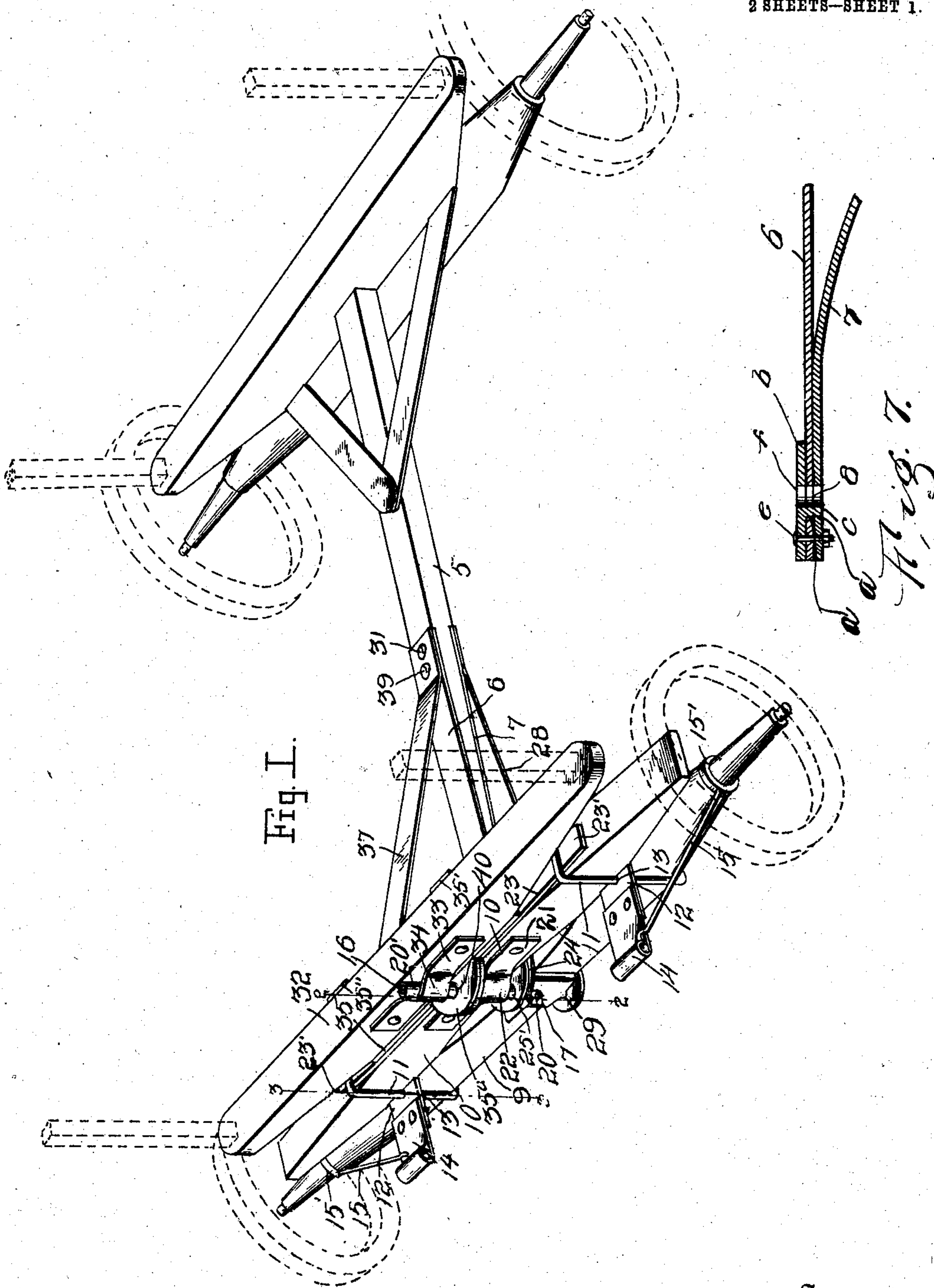


No. 791,511.

PATENTED JUNE 6, 1905.

J. P. TERRY.  
RUNNING GEAR.  
APPLICATION FILED AUG. 3, 1904.

2 SHEETS—SHEET 1.



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2 SHEETS—SHEET 2.

Fig. 3.

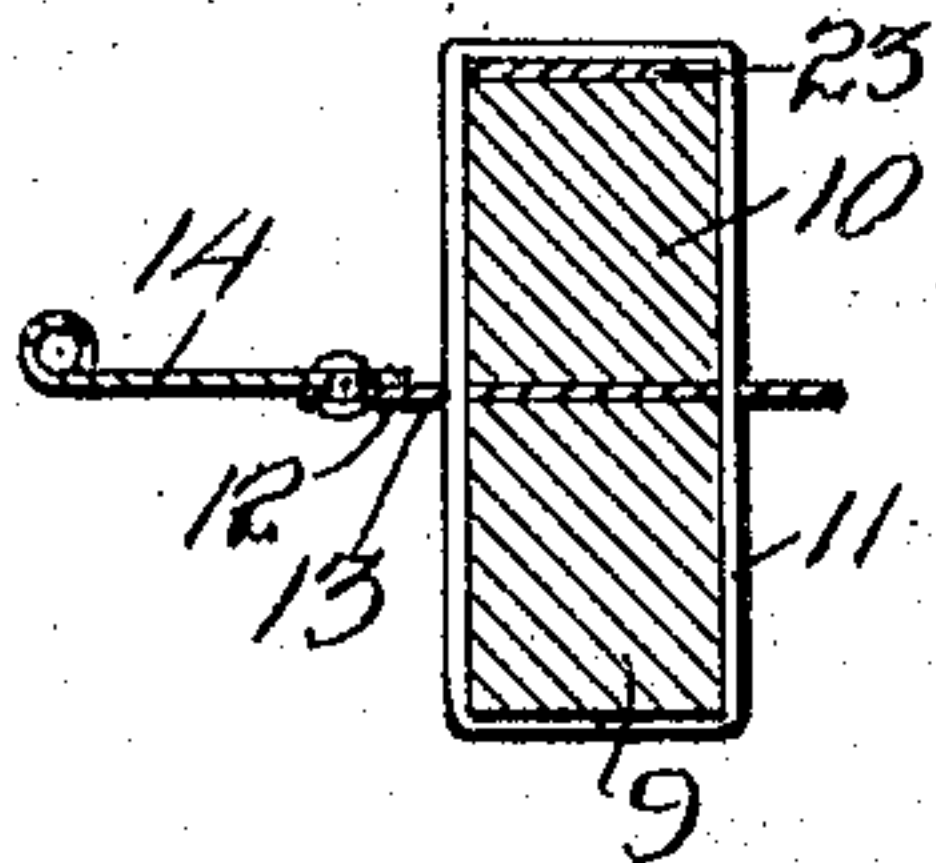


Fig. 2.

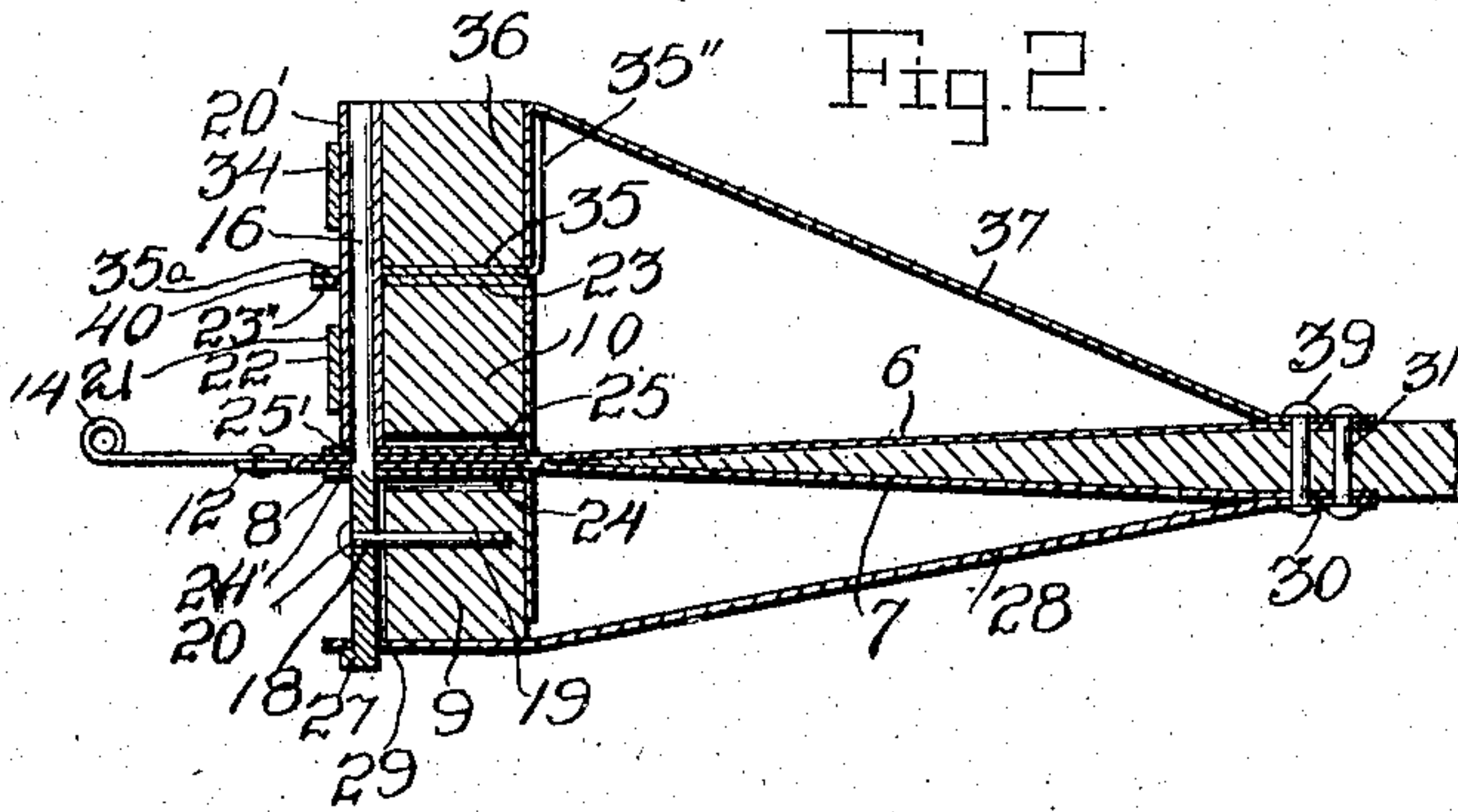


Fig. 4.

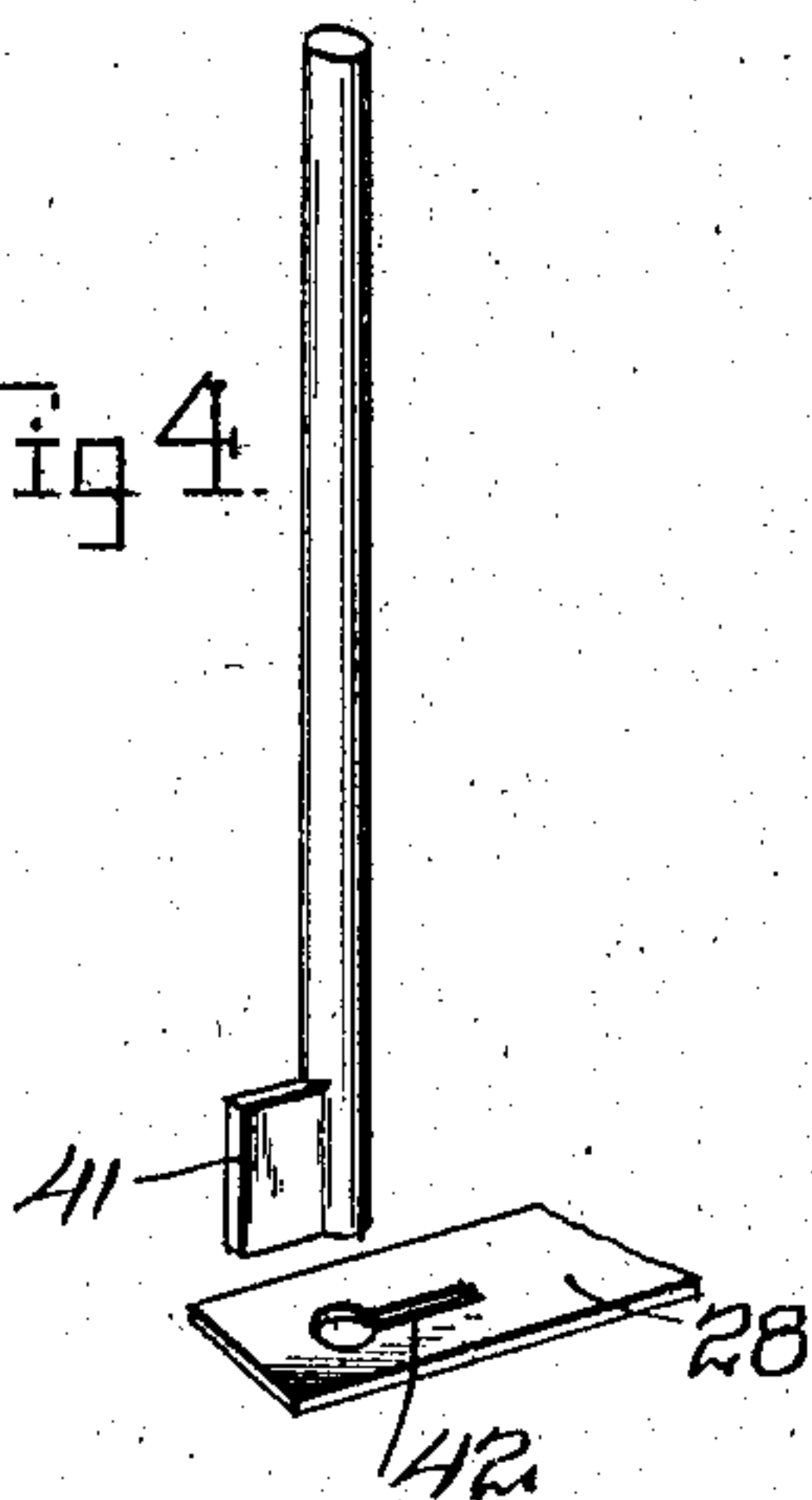


Fig. 5.

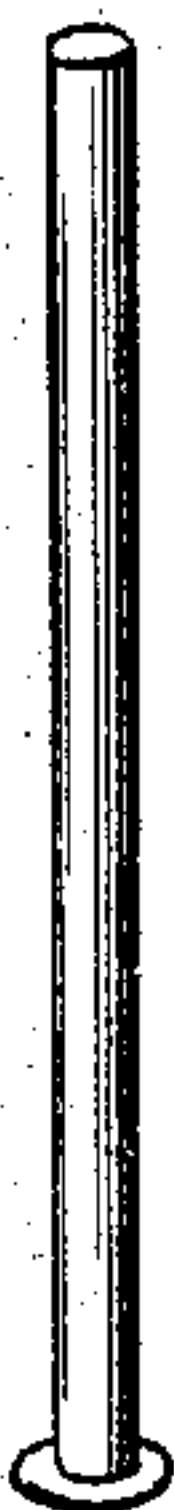
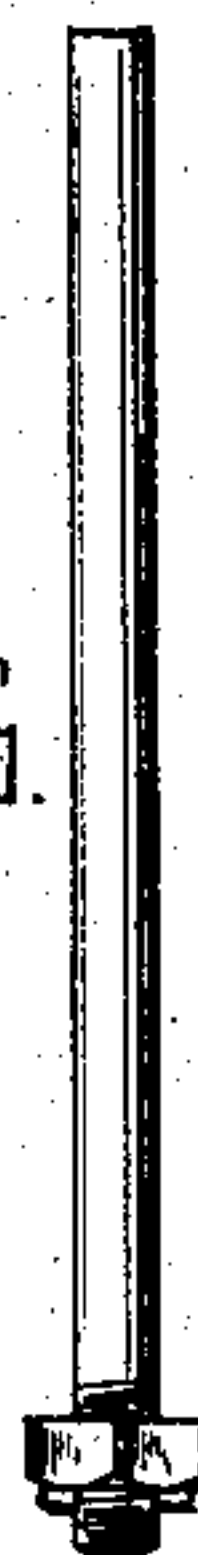


Fig. 6.



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# UNITED STATES PATENT OFFICE.

JAMES P. TERRY, OF HINKLEY, UTAH.

## RUNNING-GEAR.

SPECIFICATION forming part of Letters Patent No. 791,511, dated June 6, 1905.

Application filed August 3, 1904. Serial No. 219,350.

*To all whom it may concern:*

Be it known that I, JAMES P. TERRY, a citizen of the United States, residing at Hinkley, in the county of Millard, State of Utah, have  
5 invented certain new and useful Improvements in Running-Gears; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make  
10 and use the same.

This invention relates to running-gears of vehicles, and more particularly to the means of connecting the pivoted axle thereto, and has for its object to provide a device of this nature in which the construction will be such that  
15 the king-bolt does not pass through perforations in the axle, axletree, and bolster and in which suitable braces will be provided to strengthen the device, these braces being constructed in such manner that they are readily removed therefrom and attached thereto when  
20 desired.

In the drawings forming a portion of this specification, and in which like characters of  
25 reference indicate similar parts in the several views, Figure 1 is a perspective view of the running-gear of a wagon constructed in accordance with the present invention. Fig. 2 is a section on line 2 2 of Fig. 1, and Fig. 3  
30 is a section on line 3 3 of Fig. 1. Figs. 4 to 6 show different means of fastening the brace to the king-bolt. Fig. 7 is a view of a modification.

Referring now to the drawings, there is  
35 shown a running-gear comprising the usual rear axle and bolster and the reach-pole 5, extending forwardly therefrom. To the upper and under faces of the reach-pole there are secured, by means of a bolt 39, a pair of plates  
40 6 and 7, which project forwardly therebeyond and are bent toward each other to bring their inner faces into contact, and they are provided with alining perforations 8 for the reception of a king-bolt, as will hereinafter be described.  
45 The forward axle 9 has secured to its upper face a slightly-arched support 10, known to wagon-makers as a "sand-board," which is secured to the axle by means of clips 11, and between the brace and the axle, adjacent to  
50 the ends thereof, are a pair of plates 12, pro-

jecting forwardly and rearwardly beyond the axle and the support and are provided with perforations 13, which are engaged with the clips 11 to hold the plates in place. To the forwardly-projecting portions of these plates  
55 are secured the hounds 14, which may be connected to a tongue, as is usual. Braces 15 are secured to the hounds and connected also with the thimble-skeins 15'. A king-bolt 16 is provided, which has laterally-extending  
60 wings 17 adjacent to one of its ends, and through the portion of the king-bolt from which these wings project there is formed a passage 18, which is alined with a passage 19 through the axle and receives therewith a bolt  
65 20, which secures the axle and king-bolt together, and upon the king-bolt there is removably disposed a sleeve 20', which extends from the wings 17 to the upper end of the king-bolt.  
70

A plate 21 is secured to the forward face of the support 10 and has a loop 22 in its center to form a passage between it and the support for the reception of the king-bolt and sleeve, which extend upward beyond the support.  
75

To the upper face of the support there is secured a wear-plate 23, which extends forwardly of the brace and has a perforation 23' therethrough for the reception of the king-bolt, the wear-plate being extended laterally  
80 along the brace and lying with its ends 23' beneath the clips 11. Wear-plates 24 and 25 are secured to the upper face of the axle and the lower face of the support, respectively. These wear-plates extend rearwardly and forwardly beyond the axle 9 and support 10, the rearward portions being bent to lie against the rearward faces thereof, while the forward portions have passages 24' and 25' to receive the king-bolt 16 and sleeve 20'. By reason of  
90 the arched shape of the support 10 there is a narrow space left between it and the axle, and in this space are disposed the forward ends of the plates 6 and 7, which are attached to the reach-pole 5. By reason of the construction  
95 of the king-bolt it may be readily removed from the axle and brace by removing the bolt 20 and drawing the king-bolt down out of engagement with the loop 22 and perforations in the several wear-plates. When this is done,  
100



the forward ends of the plates 6 and 7 are disposed in the space between the axle 9 and the support 10 and the king-bolt is replaced, being this time engaged also with the perforations 8 in the ends of the plates. If so desired, the plates 6 and 7 may be formed of a single piece of metal bent upon itself at its center, as shown in the drawings.

Below the wings 17 the king-bolt 16 is turned forwardly to form a hook 27, which extends below the axle 9. A brace-plate 28, having perforations 29 and 30 in its ends, is disposed with its perforation 29 engaged over the hook 27 and is attached at its other end to the under side of the reach-pole by means of a bolt 31, which passes through the perforation 30 and through alining perforations in the reach-pole and plates 6 and 7. The bolt 39, mentioned above, also passes through the brace 28. It will thus be apparent that when it is desired to remove this brace 28 it is but necessary to detach it from the bolts 31 and 39, when the rearward end of the plate may be moved downwardly and the perforation 29 may be readily disengaged from the hook 27.

A bolster 32 is provided and has a plate 33 secured to its forward face, which is similar to the plate 21 in that it has a loop 34 at its center for engagement with the upper end of the king-bolt and sleeve. To the lower face of the bolster there is secured a wear-plate 35, which bears against the plate 23. The wear-plate has rearwardly-extending ears 35' and 35'', and to the rearward face of the bolster there is secured the downwardly-turned end 36 of a rearwardly and downwardly directed brace 37, which is connected, by means of the bolt 39, to the upper face of the reach-pole. The end 36 of the brace 37 extends laterally along the bolster, and the ears 35' and 35'' are bent upwardly thereagainst. The plate 35 also has a forward extension 35<sup>a</sup>, which has a passage 40 therethrough, with which the king-bolt and sleeve are engaged. The front and rear axles are provided with wheels, and the bolsters are provided with stanchions for the reception of a wagon-body therebetween.

In Fig. 4 there is shown a form of king-bolt which has a forwardly-projecting rib 41 thereon, and when this form is used the brace 28 is provided with a keyhole-slot 42 to permit of the passage of the lower end of the king-bolt therethrough.

Fig. 5 shows the king-bolt provided with a head at its lower end to hold the brace 28 thereon, and Fig. 6 shows the lower end of the king-bolt threaded and provided with a nut, which is prevented from becoming accidentally disengaged by means of a spring-key. It

will be apparent that the sleeve 20' may be removed and replaced by a new one when worn and that it may be turned end for end to present a new wearing-face when the lower end has become worn out.

In Fig. 7 there is shown a modification in which the plates 6 and 7 adjacent to their free ends are provided with alining angular openings *a*, which communicate with the perforations 8 of the plates, and disposed upon the plate 6 is a wear-plate *b*, having an angular lug *c* upon its under face, which is engaged in the openings *a*, the wear-plate being secured to the plates 6 and 7 by means of a bolt *e* passed through the alining perforations in the wear-plate and the plates 6 and 7, the wear-plate being also provided with a perforation *f*, which registers with the perforations 8 for the reception of the king-bolt. It will thus be seen that the wear-plate *b* may be removed when worn and a new one substituted therefor.

In practice modifications of the specific construction shown may be made and any suitable materials and proportions may be used for the various parts without departing from the spirit of the invention.

What is claimed is—

In a running-gear for wagons, the combination with a reach-pole having a wheeled axle secured to its rearward end, and forwardly-projecting plates secured to its remaining end, said plates having alining perforations there-through, of a wheeled forward axle, an arched brace secured with its concave side in the direction of the upper face of the axle to form a space between the two, the forwardly-projecting plates of the reach-pole being passed through said space, a king-bolt removably secured to the forward face of the axle and engaged with the perforations of the plates, a looped plate secured to the forward face of the brace with its loop engaged over the king-bolt, said king-bolt extending above the brace and below the axle, a bolster having a looped plate secured to its forward face disposed with the loop of its plate engaged with the upper end of the king-bolt, a brace connecting the bolster with the reach-pole, a second brace removably attached to the lower end of the king-bolt and to the reach-pole, and plates secured between the axle and arched brace and adapted for the attachment of hounds thereto.

In testimony whereof I affix my signature in presence of two witnesses.

JAMES P. TERRY.

Witnesses:

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