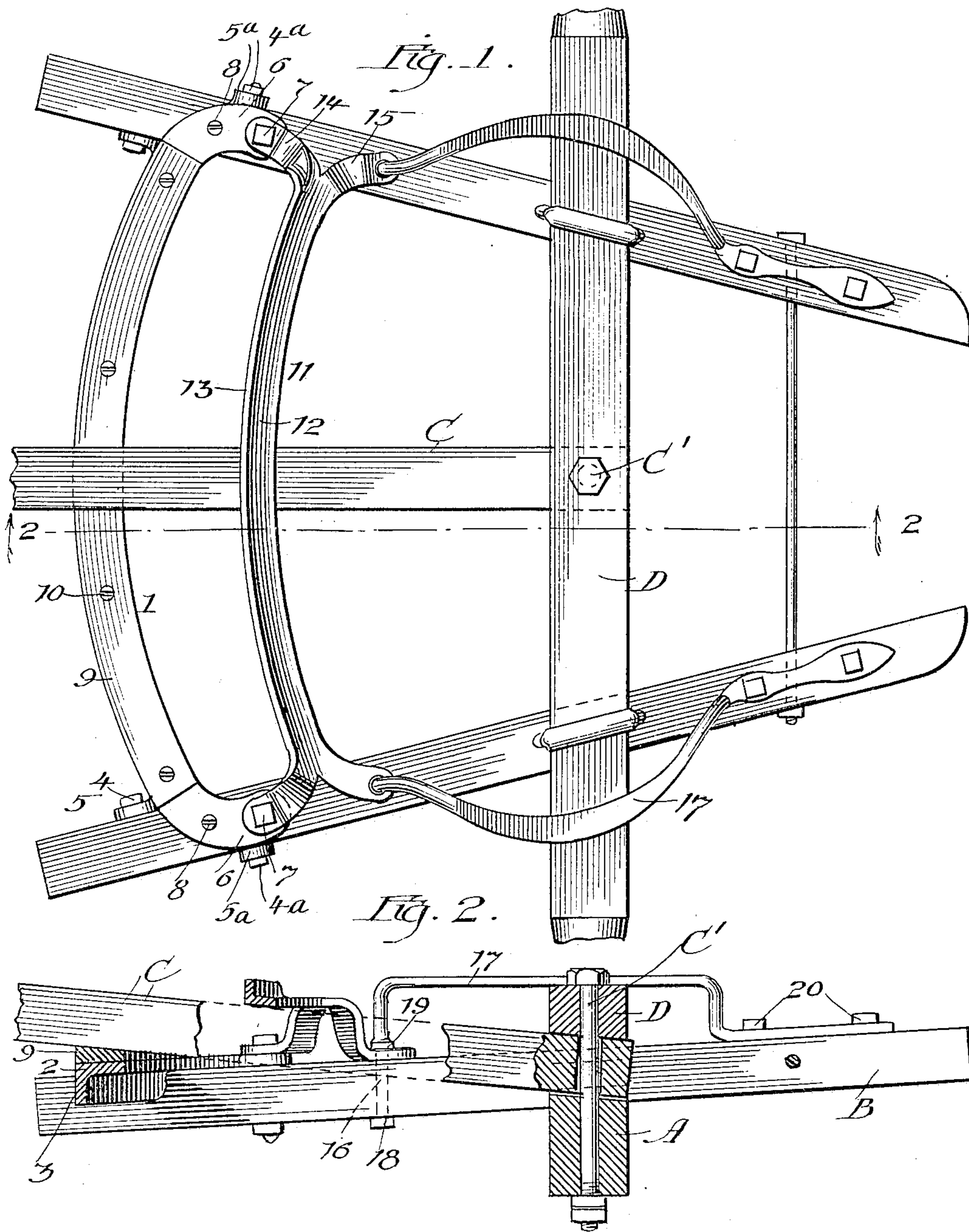


No. 793,096.

PATENTED JUNE 27, 1905.

M. J. REICHERTS.  
RUNNING GEAR FOR VEHICLES.

APPLICATION FILED APR. 8, 1904.





# UNITED STATES PATENT OFFICE.

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## RUNNING-GEAR FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 793,096, dated June 27, 1905.

Application filed April 8, 1904. Serial No. 202,213.

*To all whom it may concern:*

Be it known that I, MATHIAS J. REICHERTS, a citizen of the United States, residing at Kenosha, in the county of Kenosha and State of Wisconsin, have invented certain new and useful Improvements in Running-Gear for Vehicles, of which the following is a specification.

This invention relates to the running-gear for vehicles, and refers particularly to the hounds and circle of such running-gear.

One of the objects of the invention is the production of improvements in the sway-bars for supporting the reach and holding it in place.

A further object is the provision of means for renewing the lower sway-bar when it is worn out by the constant rubbing of the reach and without the necessity of removing the wagon-body.

A further object is the simplification of the hounds and the circle of a running-gear.

In the accompanying drawings, Figure 1 is a top plan view of a portion of the front running-gear of a vehicle, showing my improvements applied thereto. Fig. 2 is a sectional view taken on dotted line 2 2 of Fig. 1.

Referring to the drawings, A designates the front axle; B, the fore hounds; C, the reach; C', the king-bolt, and D the sand-board. Rearward of the axle and between the hounds I provide a lower sway-bar 1, having an upper or body portion 2 and a vertical stiffening-flange 3. Near its ends the lower sway-bar is secured to the inner side of the hounds by means of bolts 4, passing through suitable openings in ears 5, formed integral with the flange 3 of the sway-bar. The outer ends 6 of the lower sway-bar are flat and adapted to lie upon the upper side of the hounds B. They are curved forwardly and are provided with perforations for receiving the bolts 7 and 8, by means of which they are secured to the hounds B. The lower sway-bar is secured to the outer side of the hounds by means of bolts 4<sup>a</sup>, extending through perforated ears 5<sup>a</sup>, formed integral with the outer ends 6 of said sway-bar. The upper surface of the lower sway-bar is protected from wear by means of a rub-plate 9, secured to said sway-bar by means of tire-bolts 10, whose heads are coun-

tersunk to place them beneath the surface of the rub-plate, and thus are out of the way of the reach.

The upper sway-bar 11 is formed concentric with the lower sway-bar 1, and its body portion is composed of a horizontal web 12 and a vertical flange 13. At each of its ends it is provided with two feet 14 and 15, the former being somewhat shorter than the latter to permit it to rest upon the upper side of the end portions 6 of the lower sway-bar 1. The bolts 7 extend through suitable openings in the feet 14 and secure the upper sway-bar and the lower sway-bar together and in proper relation with the hounds B. The forward feet 15 of the upper sway-bar rest upon the hounds B and are adapted to receive the shanks 16 of the circle-irons 17, the lower end of each of which shanks is screw-threaded to receive a nut 18 and above the foot 15 of the rub-bar 11 is provided with a shoulder 19. From the forward feet 15 of the upper sway-bar the circle-irons extend outwardly a little distance, thence forwardly over the sand-board D, and again downwardly to the hounds B, to which they are attached at their forward ends by means of the bolts 20. The rub-plate 9 is made beveled toward its forward edge to accommodate said plate to the inclination of the reach. When worn, this plate may be removed by merely withdrawing the tire-bolts 10 and without removing the body of the vehicle, as must be done in the present construction in order to renew the rub-bar of the running-gear.

It is clear that the construction and arrangement of the parts of the embodiment herein shown may be varied without departing from the spirit and scope of my invention, wherefore I desire to have it understood that I do not limit myself to the precise details herein set forth.

I claim as my invention—

1. In running-gear for vehicles, in combination, two hounds; a reach; a lower sway-bar; an upper sway-bar having a perforated attaching-foot; and a circle-iron, the shank of which extends through said attaching-foot and one of the hounds, for securing said circle-iron and upper sway-bar to the hound.



2. In running-gear for vehicles, in combination, two hounds; a reach; a lower sway-bar; an upper sway-bar having a forward attaching-foot and a rear attaching-foot; a bolt  
5 extending through said rear attaching-foot and said lower sway-bar into one of said hounds; and means for securing said forward attaching-foot to said hound.

3. In running-gear for vehicles, in combination, two hounds; a reach; a lower sway-bar in angular form, having a horizontal portion and a vertical stiffening-flange, the outer ends of said sway-bar lying upon the upper  
10 side of said hounds; ears formed integral with said vertical flange at the ends of said bar; means for securing said ears to said hounds; an upper sway-bar having an attaching-foot at each of its ends; and bolts extending through  
15 said attaching-feet and the outer ends of said lower sway-bar into said hounds, said attaching-feet overlying the outer ends of said lower sway-bar.

4. In running-gear for vehicles, in combination, two hounds; a reach; a lower sway-  
25 bar in angular form, having a horizontal portion and a vertical stiffening-flange, the outer ends of said sway-bar lying upon the upper

side of said hounds; ears formed integral with said vertical flange at the ends of said bar; means for securing said ears to said hounds; 30 a removable rub-plate secured upon the upper side of said lower sway-bar; an upper sway-bar having an attaching-foot at each of its ends, said feet overlying the outer ends of said lower sway-bar; and bolts extending 35 through said attaching-feet and the outer ends of said lower sway-bar into said hounds.

5. In running-gear for vehicles, in combination, two hounds; a lower sway-bar; an upper sway-bar having two attaching-feet at  
40 each of its ends; a bolt extending through one of said attaching-feet at each end of said upper sway-bar and the corresponding end of the lower sway-bar into said hounds for securing said sway-bars thereto; two circle- 45 irons, the shank of each of which extends through said other attaching-foot and one of the hounds for securing said circle-iron and upper sway-bar to the hound.

MATHIAS J. REICHERTS.

Witnesses:

THEODOR DUNNEBACKE,  
JOHN ZENS.