

No. 859,526.

PATENTED JULY 9, 1907.

E. X. SCHAEFFHOLD.  
RUNNING GEAR FOR VEHICLES.  
APPLICATION FILED MAR. 26, 1906.

FIG. 1.

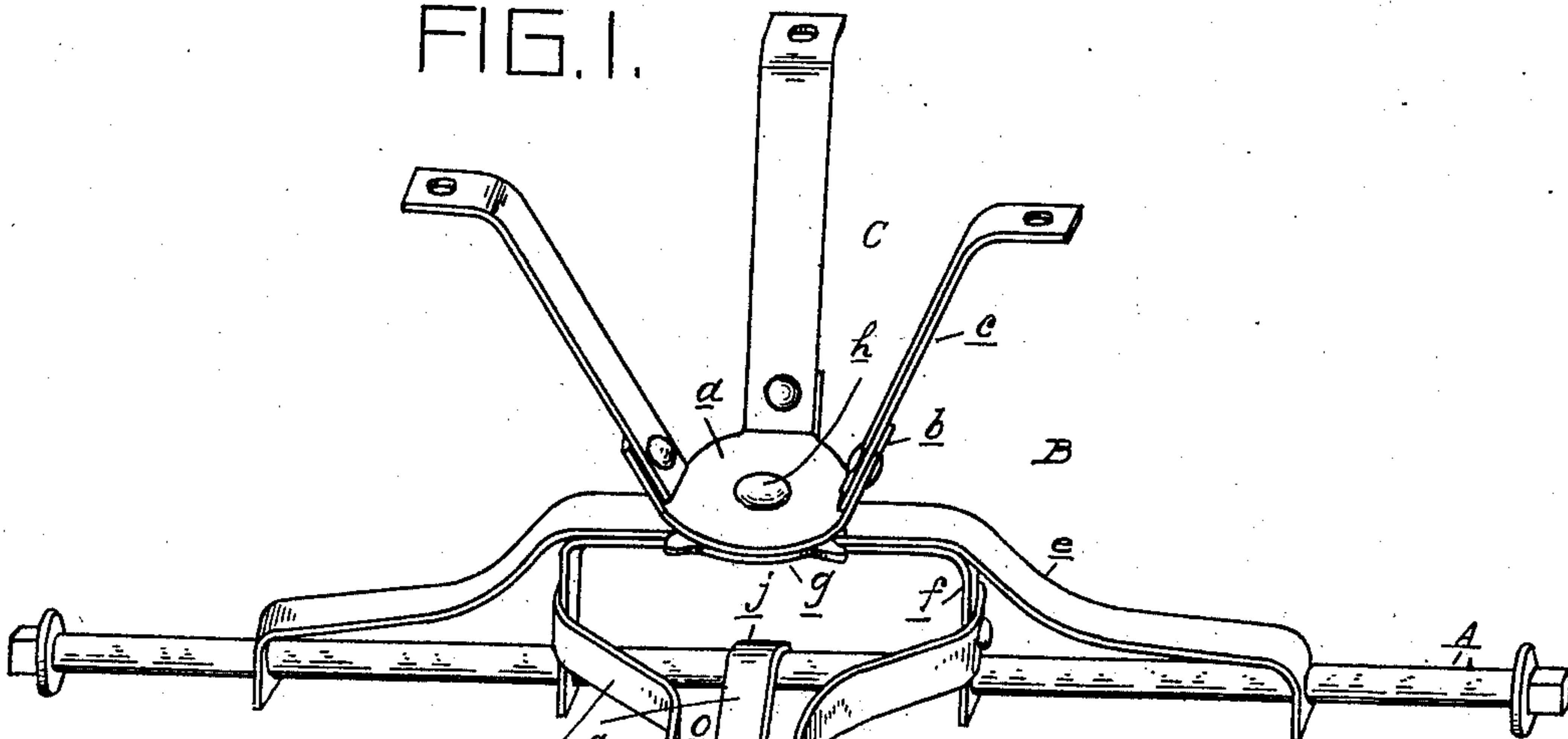


FIG. 2.

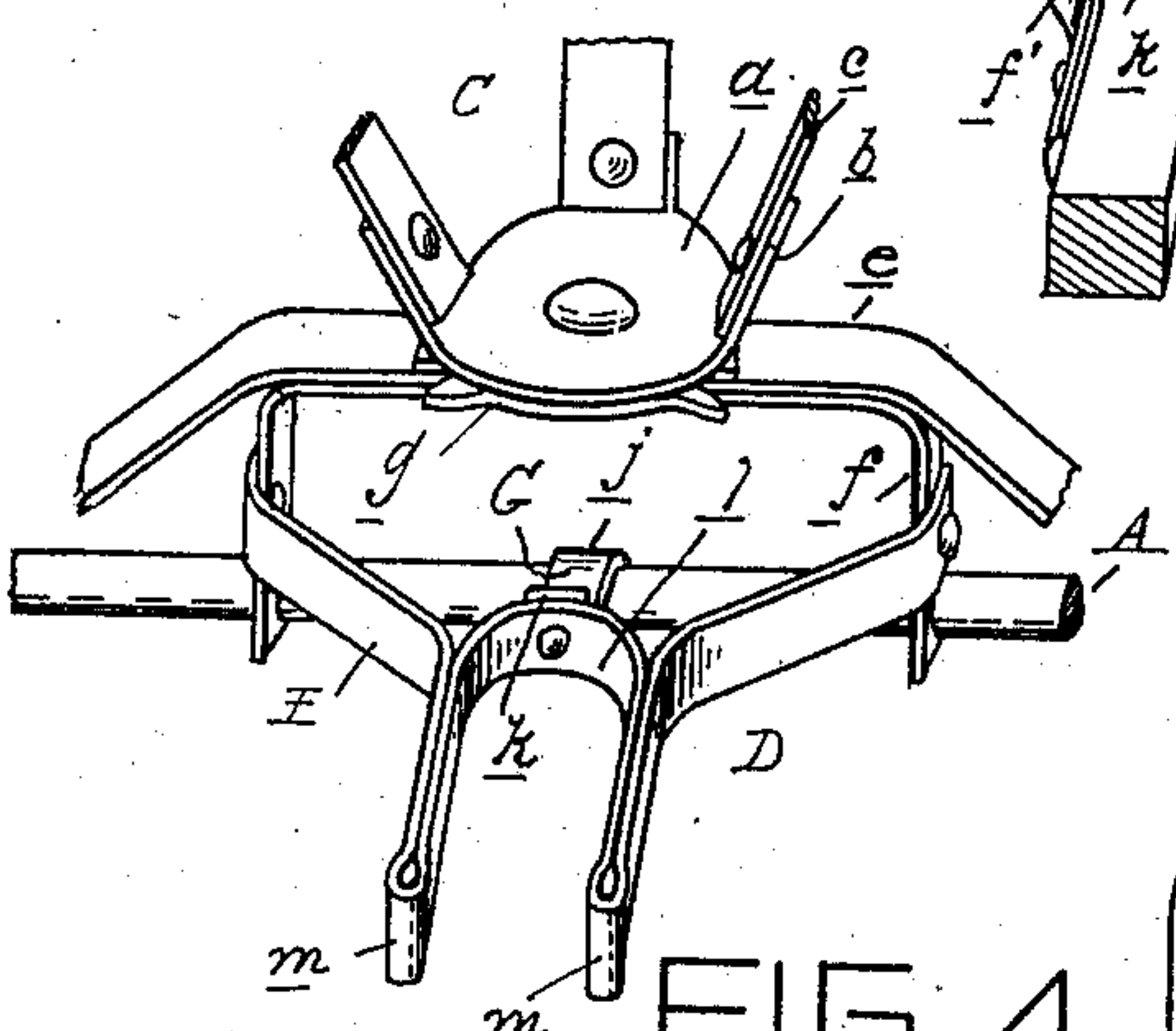


FIG. 3.

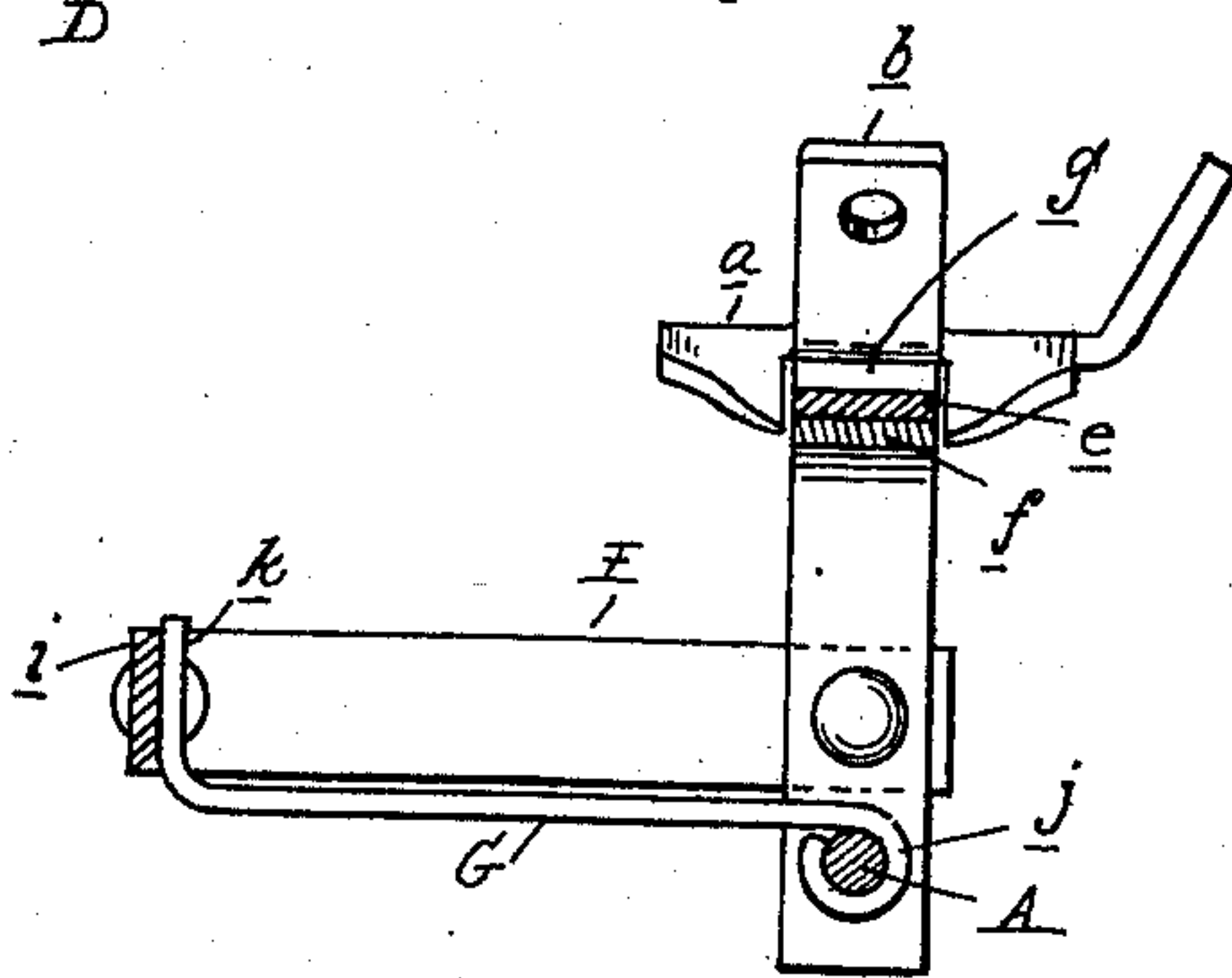
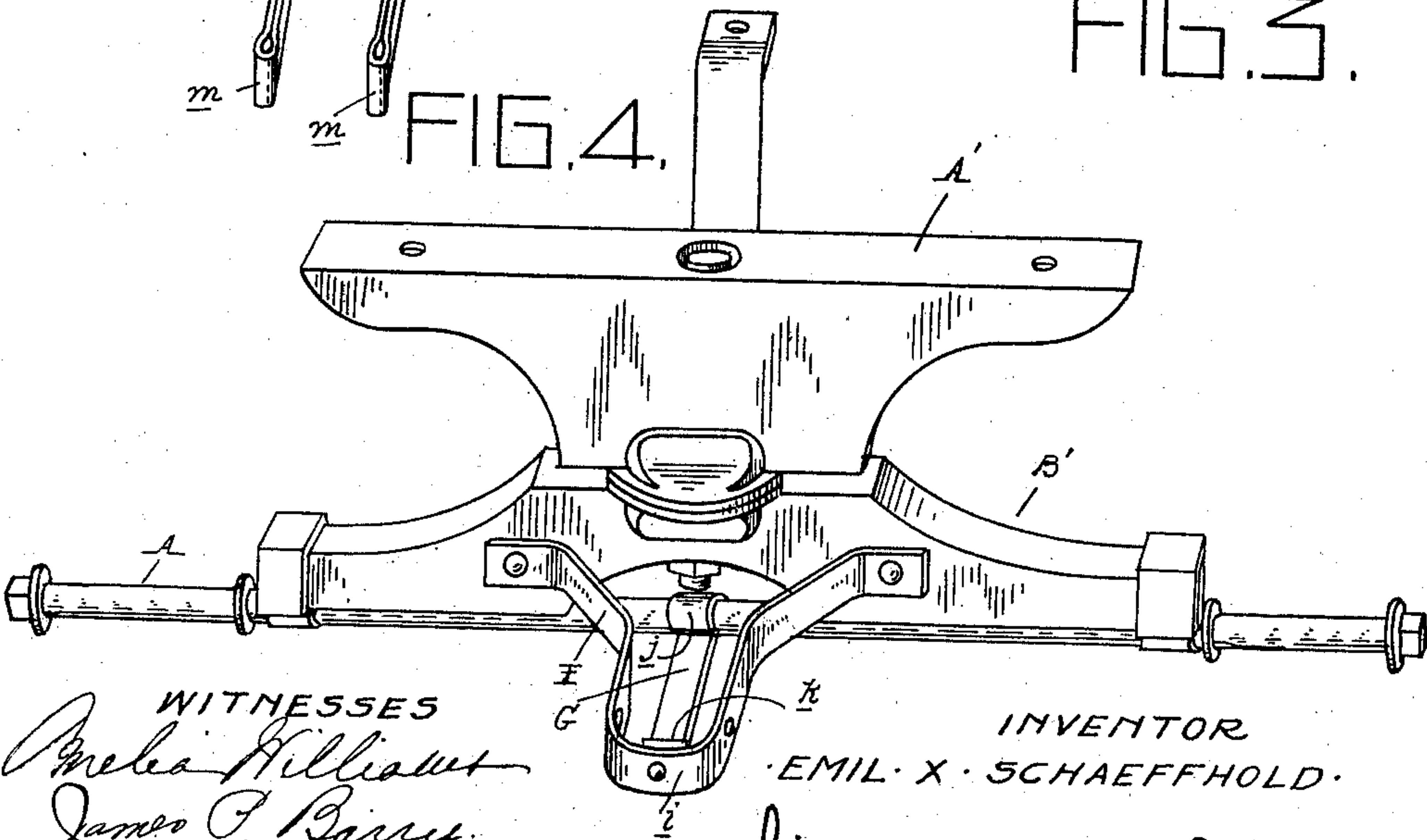


FIG. 4.



WITNESSES

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# UNITED STATES PATENT OFFICE.

EMIL X. SCHAEFFHOLD, OF TOLEDO, OHIO, ASSIGNOR TO GENDRON WHEEL COMPANY,  
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## RUNNING-GEAR FOR VEHICLES.

No. 859,526.

Specification of Letters Patent.

Patented July 9, 1907.

Application filed March 26, 1906. Serial No. 308,039.

To all whom it may concern:

Be it known that I, EMIL X. SCHAEFFHOLD, a citizen of the United States of America, residing at Toledo, in the county of Lucas and State of Ohio, have invented certain new and useful Improvements in Running-Gear for Vehicles, of which the following is a specification, reference being had therein to the accompanying drawings.

The invention relates generally to running gear for vehicles, and particularly to a reinforcing mechanism therefor, and it consists in the novel construction of the reinforcing means and in the novel arrangement and construction of the parts, as will be more fully hereinafter set forth.

In the drawings, Figure 1 is a perspective view of the bolster and axle of the running gear, with the reinforcing means applied; Fig. 2 is a sectional perspective view showing a modified form of draw iron; Fig. 3 is a sectional view; and Fig. 4 is a view in perspective of another modification.

In this particular instance the running gear is especially adapted for children's vehicles, such as wagons, carts, cycle wagons, etc., and it consists of the usual front axle, A, the bolster B, composed preferably of upper and lower structural members, indicated respectively by the reference letters C and D, a draw iron E and the draft bar or tongue F connected to the iron, as hereinafter set forth.

The upper bolster member is formed preferably of a circular plate or disk *a*, provided with upwardly extending lugs or ears *b*, preferably three in number, to which are riveted upright bars *c* offset laterally at the upper ends and adapted to be secured in any suitable manner to the body of the vehicle. The lower member is formed of two arched bars, *e* and *f*, arranged one within the other as indicated in Figs. 1 to 3, and apertured at their ends to receive the axle A. A plate *g* is arranged upon the upper portion of the arched bars, adapted to coact with the circular plate or disk *a*, forming in connection with the latter the usual fifth wheel. The bolster parts are connected by a rivet or bolt *h*. The draw iron is formed preferably from a single flat bar, shaped to produce a forwardly extending loop *i*, the bar extending rearwardly and being connected to the bar *f* of the lower bolster member.

The reinforcing means for the running gear, designated by the reference letter G, extends from the draw

bar to the axle, is connected to each and serves in addition to strengthening the draw bar to distribute the draft strain upon the other parts of the running gear, thereby strengthening the same to a material extent. The reinforcing means is preferably in the form of a tie member or bar, having an eye or loop *j* at its inner end extending about the central portion of the axle and having an upturned forward end *k*, which abuts against the forwardly projecting loop centrally thereof and is riveted thereto. In Fig. 2 the same form of bolster is shown, with a modified form of draw bar, the latter in this instance being shaped to form an inwardly extending loop *l*, and the spaced furcations *m m*, between which the draft bar is interposed and connected by suitable bolts. In Fig. 1 the draft bar F is provided with arms *f'*, extending upon opposite sides of the forwardly projecting loop and secured thereto by the bolt *o*.

In Fig. 4 the ordinary form of bolster is shown, consisting of the wooden members A' and B'. In this instance the draw bar is of the form indicated in Fig. 1, and bolted to the lower bolster, as shown. In Figs. 2 and 4 the same form of reinforcing or tie member is shown, in the latter figure the bar being substantially the same as that indicated in Fig. 1, while in Fig. 2 the tie is shorter, owing to the less distance between the draw iron and the axle.

What I claim is,—

1. In a running gear, the combination with the axle, of the bolster thereon, a draw member secured to and projecting forwardly from the bolster, and a tie member connected at one end to the draw member, and terminating at its opposite end in a loop engaging the axle.

2. In a running gear, the combination with a bolster composed of upper and lower structural members, of the axle extending through openings formed in the lower member, a bowed draw bar, formed with a central loop section and secured at its ends to the lower bolster member, and a tie bar looped centrally about the axle and attached rigidly at its opposite end to the draw bar loop.

3. In a running gear, the combination with the axle, of the bolster thereon, a draw member formed of flat bar having its ends secured to said bolster and a tie member having one end looped about said axle and the other end secured to said draw member, for the purpose described.

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

EMIL X. SCHAEFFHOLD.

Witnesses:

WM. L. DIEMER,  
SAM J. NESTER.