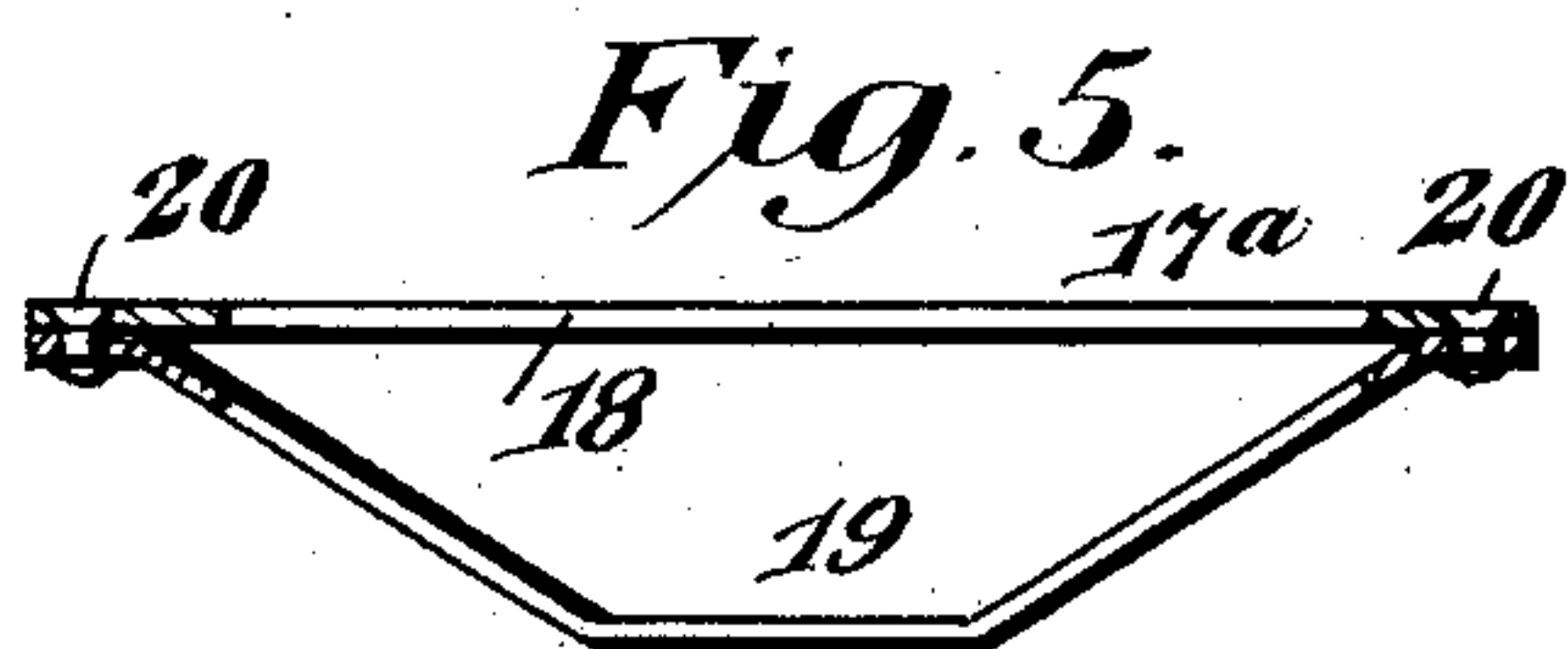
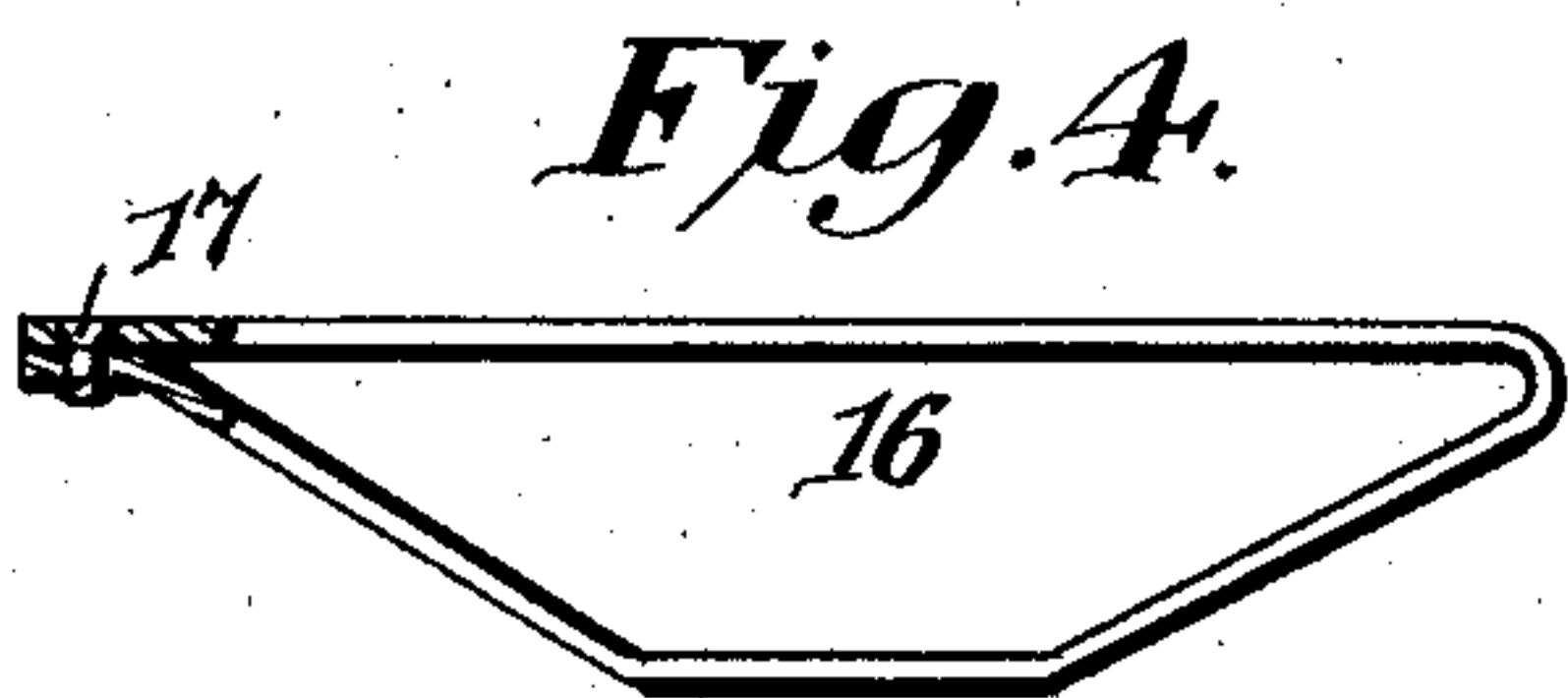
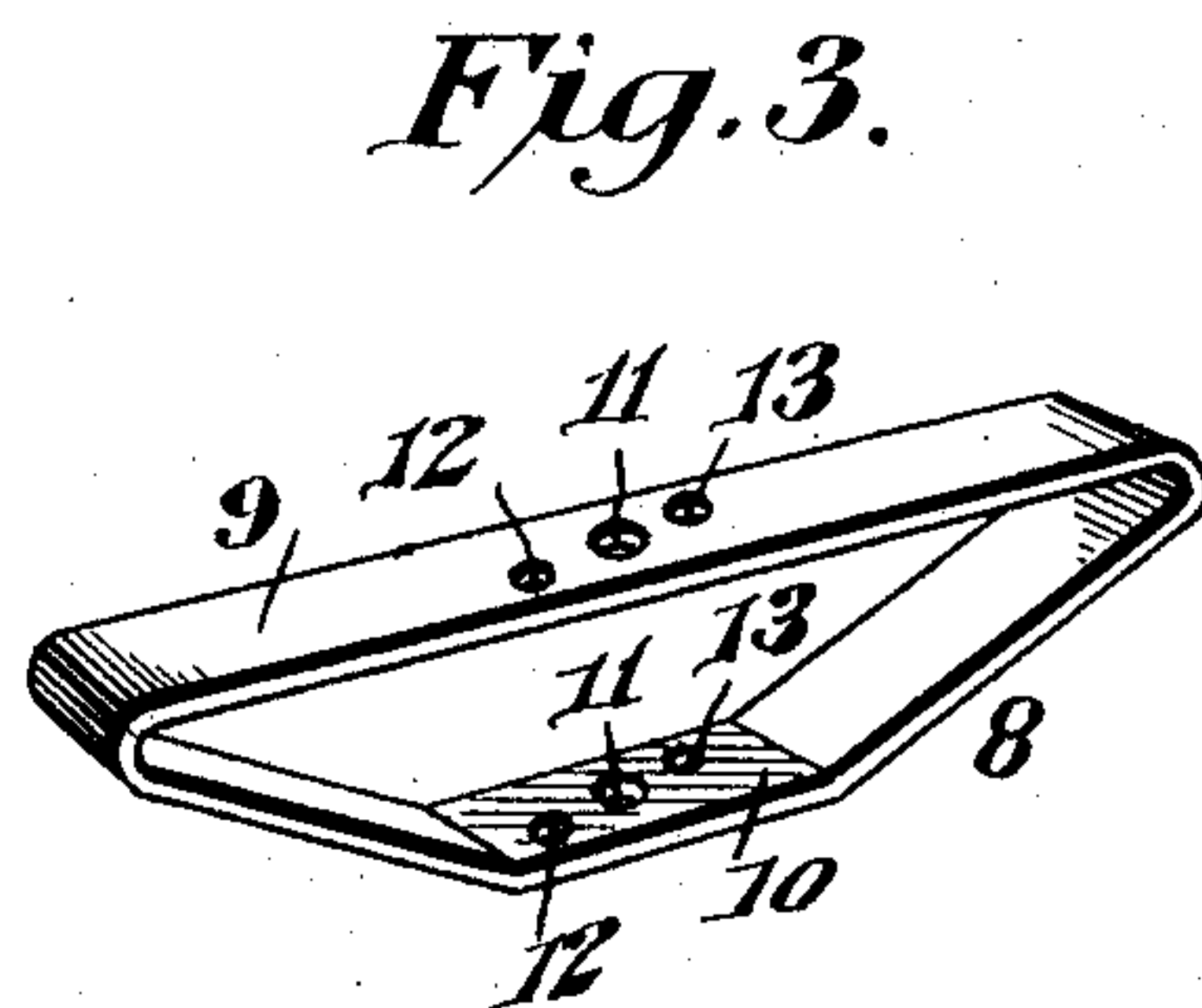
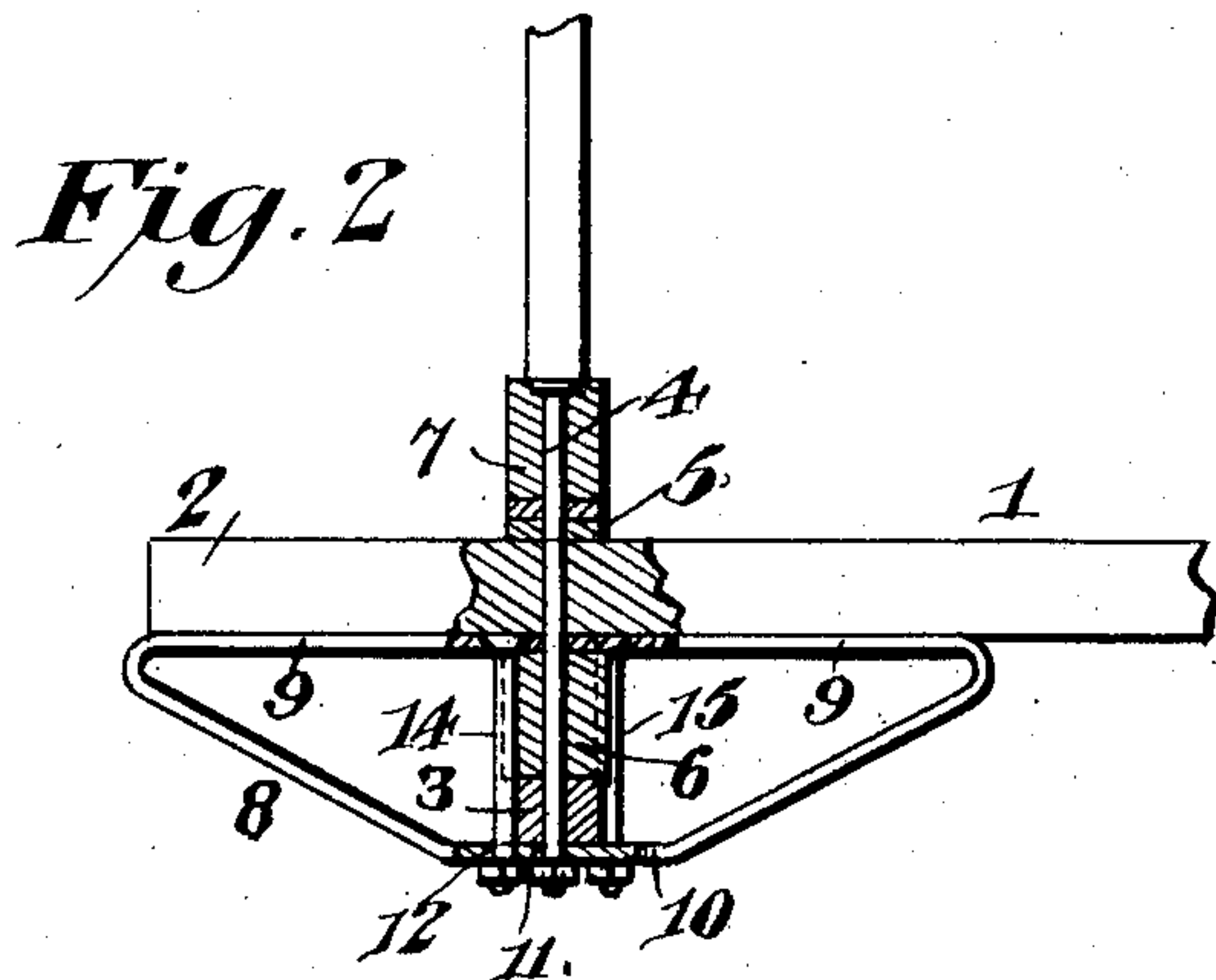
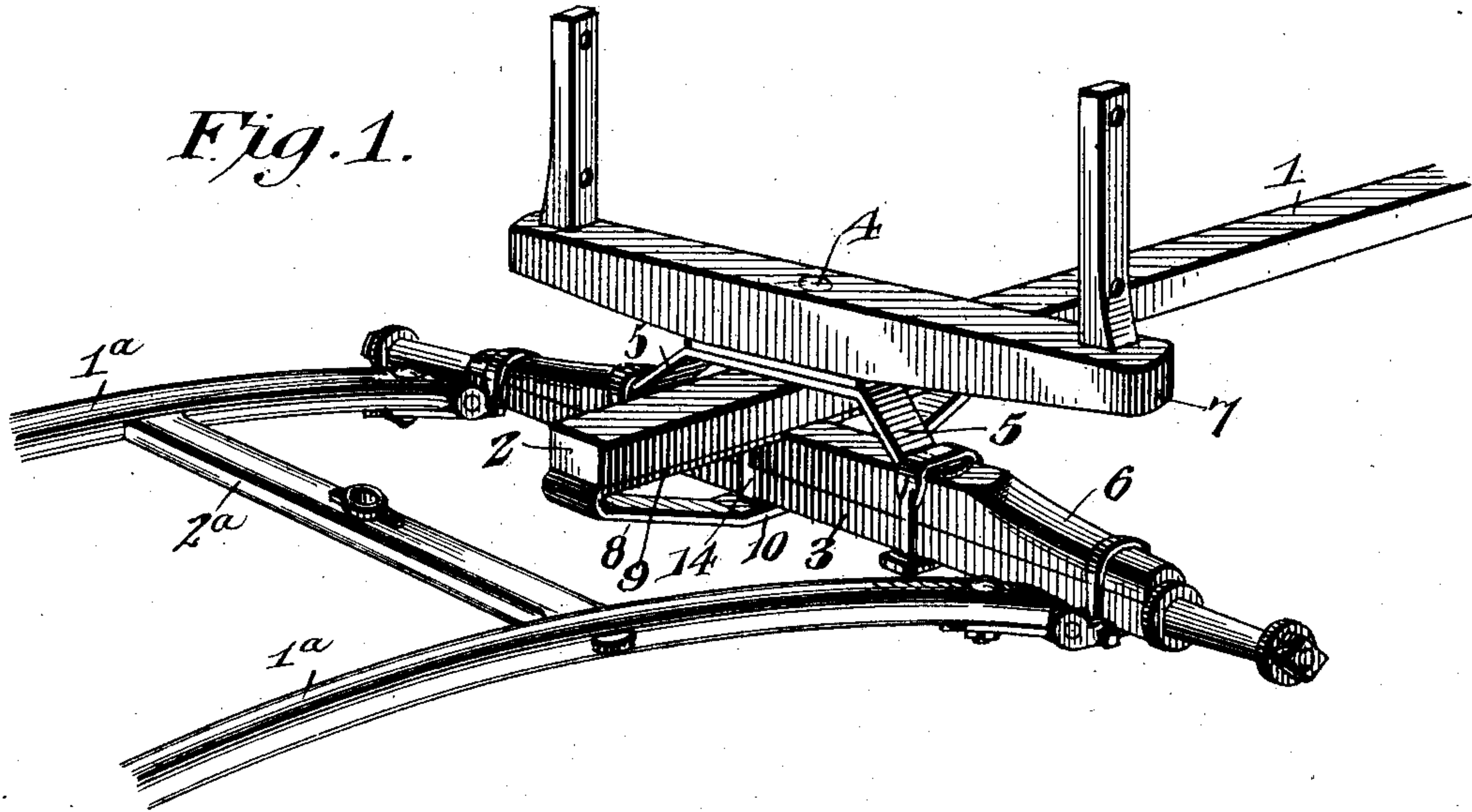


B. W. BERRY.
 RUNNING GEAR.
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906,996.

Patented Dec. 15, 1908.



Witnesses
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UNITED STATES PATENT OFFICE.

BENJAMIN W. BERRY, OF MONTICELLO, FLORIDA, ASSIGNOR OF ONE-HALF TO JOHN H. PERKINS, OF MONTICELLO, FLORIDA.

RUNNING-GEAR.

No. 906,996.

Specification of Letters Patent.

Patented Dec. 15, 1908.

Application filed October 26, 1907. Serial No. 399,323.

To all whom it may concern:

Be it known that I, BENJAMIN W. BERRY, a citizen of the United States, residing at Monticello, in the county of Jefferson and State of Florida, have invented a new and useful Running-Gear, of which the following is a specification.

The invention relates to improvements in running gears.

10 The object of the present invention is to improve the construction of running gears for one horse vehicles, and to provide a simple and comparatively inexpensive device of great strength and durability, adapted to dis-
15 pense with the front hounds and their connections, and capable of firmly supporting the front of a wagon, or a similar vehicle, in a level position and of preventing the front of the vehicle from tipping backward or for-
20 ward.

With these and other objects in view, the invention consists in the construction and novel combination of parts hereinafter fully described, illustrated in the accompanying
25 drawing, and pointed out in the claims here- to appended; it being understood that vari- ous changes in the form, proportion, size and minor details of construction, within the scope of the claims, may be resorted to with-
30 out departing from the spirit or sacrificing any of the advantages of the invention.

In the drawing:—Figure 1 is a perspective view of the front portion of a running gear, constructed in accordance with this inven-
35 tion. Fig. 2 is a longitudinal sectional view of the same. Fig. 3 is a detail perspective view of the support. Figs. 4 and 5 are detail views of the support, illustrating modifica- tions of the invention.

40 Like numerals of reference designate corre- sponding parts in all the figures of the draw- ing.

1 designates the reach, which is provided with an extended front portion 2, projecting
45 in advance of the front axle 3 and connected with the same by a king bolt 4 in the usual manner. The reach is arched by a brace 5 extending longitudinally of the front axle and secured at its front ends to the wooden
50 axle bed 6. The brace 5 receives a body bol- ster 7 of the ordinary construction.

The running gear is provided with a pair of shafts 1^a, coupled at their rear ends to the

front axle 3 and connected by a cross bar 2^a in the usual manner.

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In order to hold the front portion of the running gear level and to prevent the same from tipping backward or forward, the run- ning gear is equipped with a longitudinal support 8, consisting substantially of a me-
60 tallic truss like frame, receiving the front axle and extending in advance and in rear of the same to form a bearing for the reach 1. The support, which is spaced from the shafts and the connecting cross bar of the same, is
65 independent thereof, and is composed of a horizontal top bar or member 9 and a bottom bar or member 10. The top bar or member is gained in the upper face of the axle bed, and has its upper face flush with the upper
70 face of the same, and the lower bar or mem- ber has an intermediate horizontal portion to fit the bottom of the axle, and is provided with inclined front and rear portions, which
75 are connected with the terminals of the hori- zontal top bar or member. The top and bot- tom bars or members are provided with cen- tral openings 11 for the reception of the king
80 bolt, and they are also provided with front and rear perforations 12 and 13, which re- ceive front and rear bolts 14 and 15 having their heads counter-sunk in the top bar or
85 member. The front and rear bolts, which fit tightly against the front and rear faces of the axle, are arranged in grooves of the axle bed, and their lower ends are provided with
nuts for engaging the lower face of the inter- mediate portion of the bottom bar or member.

The support, shown in Figs. 1 to 3 of the drawing, is constructed of a single piece of
90 metal, the terminals of which are united by welding at the central portion of the bottom bar or member. In Fig. 4 is illustrated a support 16, constructed of a single strip or
95 bar of metal, the terminals of which are se- cured together by one or more rivets 17, arranged at the front end of the support. The support 17^a, shown in Fig. 5, is made in
two pieces, the top bar or member 18 being
100 secured at its terminals to the ends of a bot- tom bar or member 19 by rivets 20.

By extending the reach in advance of the axle and by arranging the support so as to fit flat against the reach in advance and in
105 rear of the axle, the front portion of the run- ning gear is maintained in a level position

and is prevented from tipping backward or forward, and the hounds usually employed in the construction of one horse vehicles may be omitted, thereby lessening the cost of the running gear. Also by preventing the front axle from rocking, the draft is applied at the bottom of the axle, which will enable a heavy load to be pulled with greater ease.

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

1. The combination with a running gear having a reach extended in advance of the front axle, said running gear also including a pair of shafts and a cross bar for connecting the same, of a central longitudinal support consisting of an open truss-shaped frame rigidly connected at an intermediate point with the axle and spaced from and independent of the shafts and the connecting cross bar and projecting in advance and in rear of the same and fitting against the under-side of the reach both in advance and in rear of the axle, whereby the front portion of the running gear is maintained in a level position and is prevented from tipping either backward or forward.

2. The combination with a running gear having a reach extending in advance of the front axle, of a support consisting of a single piece of metal bent to form an open truss-shaped frame and having its terminals united, said frame receiving and rigidly secured to the front axle and fitting against the under-side of the reach both in advance and in rear of the axle.

3. The combination with a running gear provided with a reach having an extended front portion projecting in advance of the front axle, of a support located entirely beneath the reach and independent of the shafts or pole and consisting of an open truss-shaped frame spanning and rigidly secured at an intermediate point to the front axle, said frame projecting both in advance and in rear of the axle and fitted against the

under-side of the reach in advance and in rear of the said axle for supporting the said reach.

4. The combination with a running gear provided with a reach having an extended front portion projecting in advance of the front axle, of a central longitudinal support consisting of an open substantially truss-shaped frame receiving and spanning the front axle and rigidly connected at an intermediate point to the same and fitting against the underside of the reach in advance and in rear of the front axle.

5. The combination with a running gear provided with a reach having an extended front portion projecting in advance of the front axle, of a support consisting of a substantially truss-shaped frame rigidly secured to the front axle and composed of a horizontal top bar fitting against the reach in advance and in rear of the said axle, and a bottom bar having an intermediate horizontal portion and provided with inclined front and rear portions extending upwardly from the intermediate portion and connected at their ends with the top bar.

6. The combination with a running gear provided with a reach having an extended front portion and projecting in advance of the front axle, of a support consisting of an open frame projecting forwardly and rearwardly from the front axle, the top of the frame supporting the underside of the reach in advance and in rear of the front axle, and bolts connecting the top and bottom of the frame and fitted against the front and rear of the said axle for rigidly securing the frame to the same.

In testimony, that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

BENJAMIN W. BERRY.

Witnesses:

T. M. PULESTON,
E. D. WOODS.