No. 610,921. Patented Sept. 20, 1898.

F. K. RICKS.

WAGON.

(Application filed Mar. 30, 1898.)

(No Model.) 2 Sheets—Sheet 1.

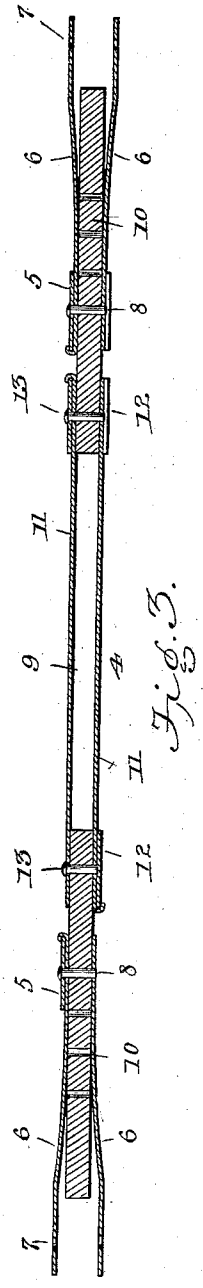

Fig. 2.

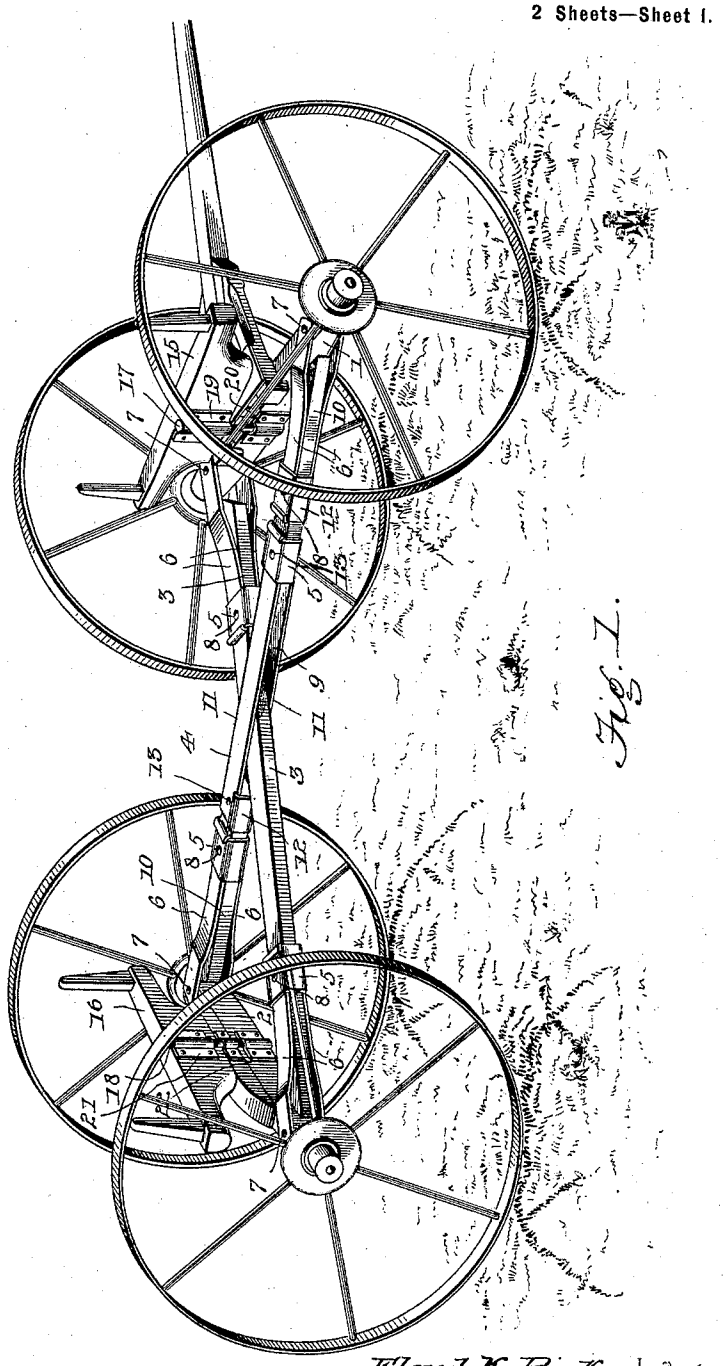

Fig. 1.

Witnesses

E. S. Monroe

J. F. J. Riley

Floyd K. Ricks Inventor

By His Attorneys.

C. A. Snow & Co.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

No. 610,921. Patented Sept. 20, 1898.

F. K. RICKS.

WAGON.

(Application filed Mar. 30, 1898.)

(No Model.) 2 Sheets—Sheet 2.

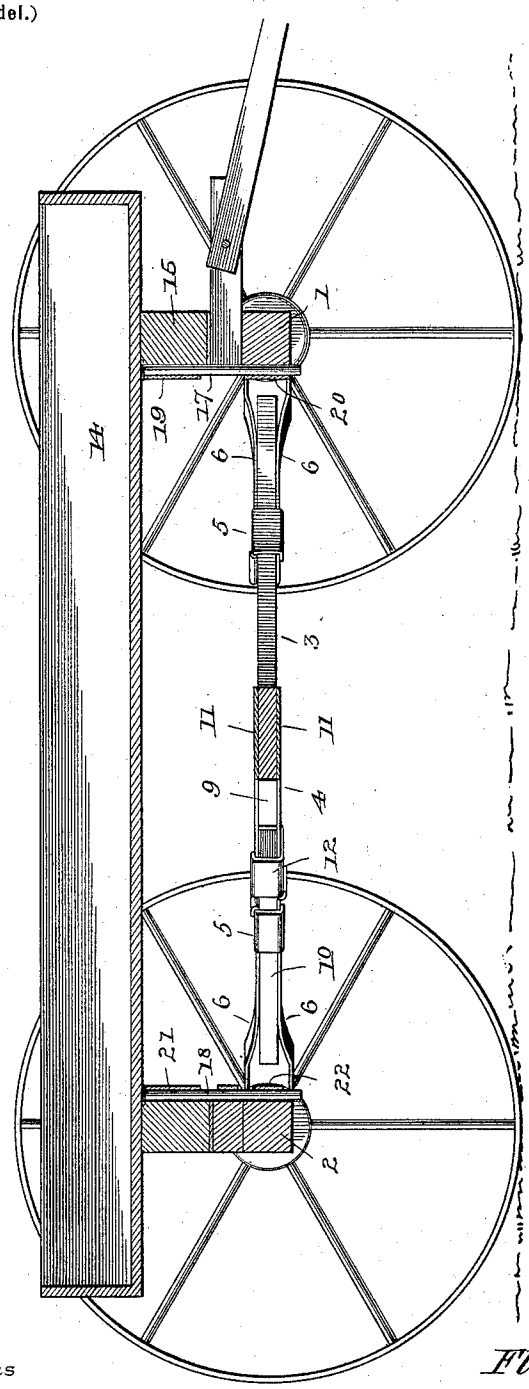

Fig. 2

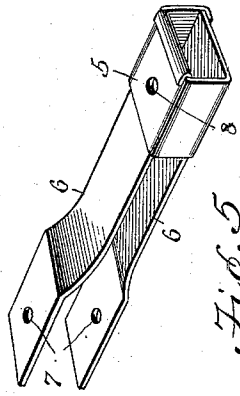

Fig. 5

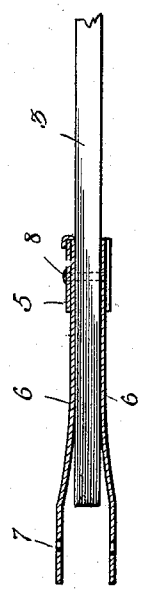

Fig. 4.

Witnesses

E. A. Monroe

H. F. Riley

Floyd K. Ricks Inventor

By his Attorneys,

C. A. Snow & Co.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

FLOYD K. RICKS, OF CANTON, ILLINOIS.

WAGON.

SPECIFICATION forming part of Letters Patent No. 610,921, dated September 20, 1898.

Application filed March 30, 1898. Serial No. 675,743. (No model.)

To all whom it may concern:

Be it known that I, FLOYD K. RICKS, a citizen of the United States, residing at Canton, in the county of Fulton and State of Illinois, have invented a new and useful Wagon, of which the following is a specification.

The invention relates to improvements in wagons.

The object of the present invention is to improve the construction of wagons, more especially the running-gear, and to provide a simple, strong, and durable one adapted to be readily applied to various four-wheeled vehicles and capable of having its wheels track perfectly, so that a vehicle may be turned in a short space.

A further object of the invention is to increase the strength of a wagon running-gear and to avoid perforating the front and rear axles for the reception of the pivots of the bolsters.

Another object of the invention is to enable the running-gear to be readily varied in length to adjust it to wagon-bodies of different sizes and to provide simple and efficient means for limiting the pivotal movement of the axles, and thereby prevent the wheels from coming in contact with the sides of the body.

The invention consists in the construction and novel combination and arrangement of parts, as hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a perspective view of a running-gear constructed in accordance with this invention. Fig. 2 is a longitudinal sectional view, the body being in position. Fig. 3 is a longitudinal sectional view of the reach having the opening. Fig. 4 is a sectional view of one end of the other reach. Fig. 5 is a detail perspective view of one of the pivoted boxes for connecting the ends of the reach-bars to the axles.

Like numerals of reference designate corresponding parts in all the figures of the drawings.

1 and 2 designate front and rear axles adjustably connected together by diagonally-disposed reaches 3 and 4, pivotally connected at their ends with the front and rear axles adjacent to the wheels, as clearly shown in Fig. 1 of the accompanying drawings. The ends of the diagonally-disposed reaches are arranged in boxes 5, rectangular in cross-section to conform to the configuration of the reaches and provided with diverging arms 6, arranged on the upper and lower faces of the axles and pivotally connected to the same at 7. The space between the arms permits the reaches to be adjusted longitudinally to vary the length of the running-gear for accommodating wagon-bodies of different lengths. Wear-plates are interposed between the upper and lower faces of the axles and the arms 6 to prevent the axles from becoming worn, and the boxes 5 are provided with central perforations receiving pins 8 or other suitable fastening devices, which engage perforations of the reaches for securing the same at the desired adjustment. The perforations of the reaches are arranged at intervals, as clearly shown in Fig. 3 of the accompanying drawings, and the fastening devices 8, which engage the perforations, are provided at their upper ends with heads and are adapted to be readily removed to effect the desired adjustment.

The reach 3 consists of a continuous bar, and the reach 4, which is provided with a longitudinal opening 9 for the reception of the reach 3, is composed of the central section and end sections or bars 10. The central section consists of upper and lower metal bars 11, connected at their ends by boxes or sleeves 12, which are perforated for the reception of fastening devices 13, and the latter secure the end bars or sections 10 to the central section. By arranging the reach 3 within the longitudinal opening 9 of the reach 4 the pivotal movement of the axles is limited to prevent the wheels from coming in contact with the body 14 when turning the vehicle. The body 14 is supported upon front and rear bolsters 15 and 16, which are pivotally connected with the front and rear axles by pins or bolts 17 and 18, arranged, respectively, at the rear faces of the front bolster and front axle and at the front faces of the rear bolster and rear axle. The front bolster and front axle are provided with eyes 19 and 20 to receive the pin or bolt 17, and the rear bolster and rear axle are provided with corresponding eyes 21 and 22.

By arranging the vertical bolts or pivots of the front and rear bolsters at the faces thereof the axles and bolsters are not weakened by perforating them, and the running-gear, besides being strengthened in this manner, has increased strength from the fact that it employs a pair of reaches instead of one reach-bar.

The invention has the following advantages: The running-gear, which is simple and comparatively inexpensive in construction, is adapted for various four-wheeled vehicles and is capable of ready adjustment to increase and diminish its length. The axles and the bolsters are not perforated for the reception of the pivots, and the opening of the reach 4 limits the pivotal movement of the axles and prevents the wheels from coming in contact with the body in turning the vehicle.

Changes in the form, proportion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

What I claim is—

1. A device of the class described comprising a pair of axles, boxes or sleeves provided with arms pivotally connected to the upper and lower faces of the axles, diagonally-disposed reaches adjustably arranged in the boxes or sleeves of the axles, and means for securing the reaches at the desired adjustment, substantially as described.

2. In a device of the class described, the combination of front and rear axles, diagonally-disposed reaches, and sleeves or boxes receiving the ends of the reaches and provided with arms pivotally connected with the axles, substantially as described.

3. In a device of the class described, the combination with front and rear axles, of a continuous reach-bar 3 extending diagonally across the running-gear, the oppositely-disposed reach 4 composed of end bars, and a central section having a longitudinal opening to receive the reach-bar 3 and consisting of upper and lower bars, and sleeves or boxes arranged at the terminals of the upper and lower bars and receiving the end bars, and means for connecting the ends of the reaches with the axles, substantially as described.

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

FLOYD K. RICKS.

Witnesses:
A. C. SHAPLAY,
M. F. HUFFORD.