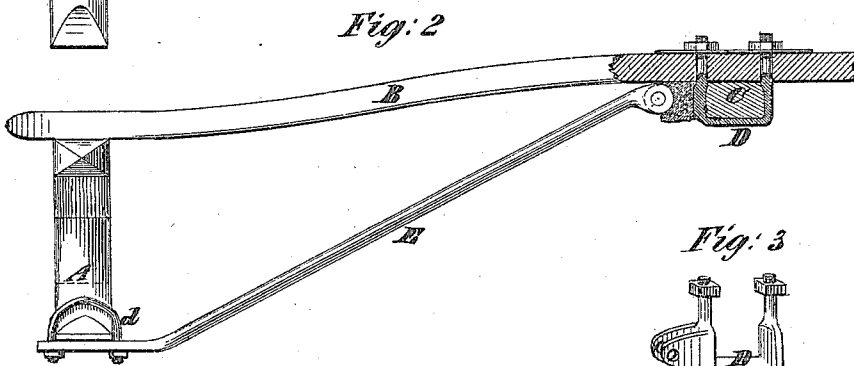
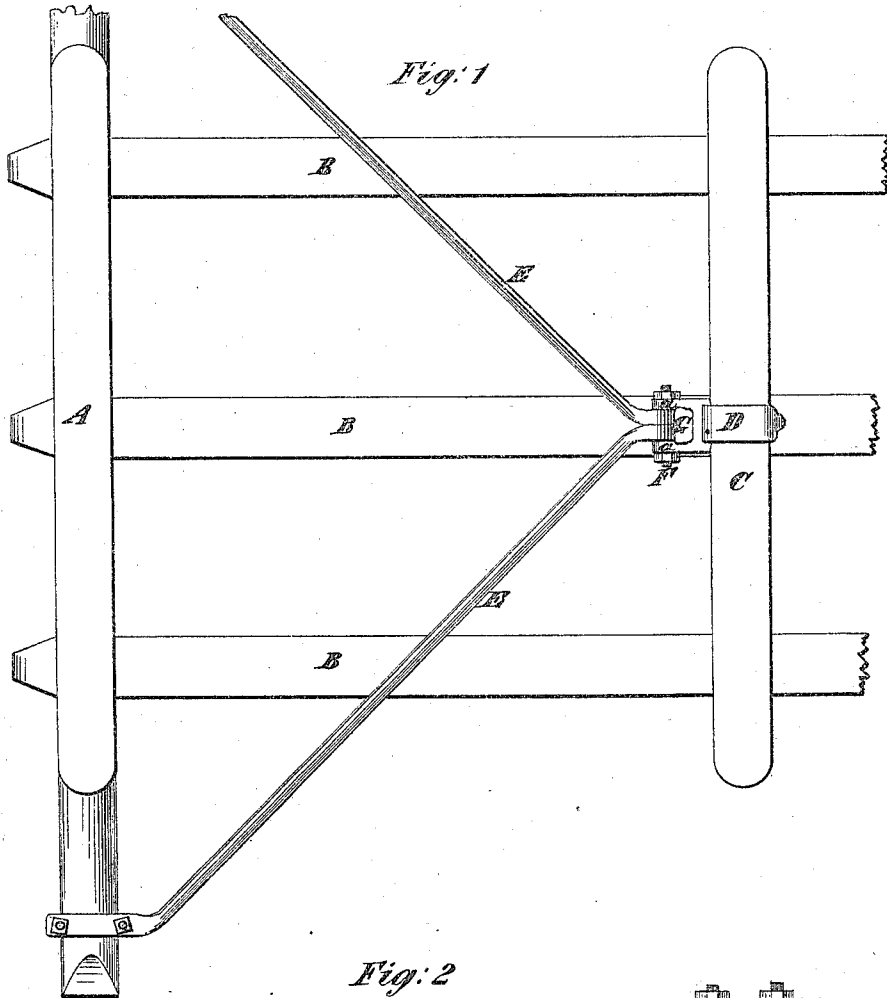


T. H. PRUSHAW.
Running-Gear of Wagons.

No. 134,312.

Patented Dec. 24, 1872.



Witnesses:
Geo. Haynes
C. Allen

Thomas H. Prushaw
per *Brown & Allen*
Attorneys

UNITED STATES PATENT OFFICE.

THOMAS H. PRUSHAW, OF FREDONIA, NEW YORK, ASSIGNOR TO TAYLOR,
DAY AND COMPANY, OF SAME PLACE.

IMPROVEMENT IN RUNNING-GEAR OF WAGONS.

Specification forming part of Letters Patent No. 134,312, dated December 24, 1872.

To all whom it may concern:

Be it known that I, THOS. H. PRUSHAW, of Fredonia, in the county of Chautauqua and State of New York, have invented an Improvement in the Running-Gear of Wagons and other Vehicles, of which the following is a specification:

This invention relates to the coupling with the reach or body of the wagon, of the braces which extend to it from the hind axle-tree. It consists in the novel combination, with the braces and the reach or wagon-bottom, of a clip provided with jaws or lugs and attached to the reach or wagon-bottom, a bolt passing through said jaws or lugs and through the braces, and a block of India rubber interposed between the ends of said braces and the clip at the back of the jaws, whereby the braces are very effectively secured in place in such manner as to obviate all rattling.

In the accompanying drawing, Figure 1 is an inverted plan of the rear portion of a wagon-frame made according to my invention. Fig. 2 is a longitudinal section thereof, and Fig. 3 is a perspective view of the coupling which secures the braces.

Similar letters of reference indicate corresponding parts in all the figures.

A is the hind axle-tree, and B B B are the springs, the middle of which, in reality, constitutes the reach of the wagon-frame. The

three springs are connected about the middle of their length by a cross-piece, C, extending across their under sides. On the middle of this cross-piece, under the middle spring B, there is a clip, D, on the rear side of which are formed two lugs or jaws, *a a*, that receive between them the ends of the braces E E from the axle-tree A. These are secured within the jaws by means of a bolt, F, passing through them and said jaws. There is interposed between the ends of the braces and that portion of the clip D within the jaws a block or piece of India rubber, G. By this means all rattling of the braces in their coupling is obviated and the braces are very effectively secured in place. The braces are secured to the axle A by clips *d d* or other suitable means.

In some cases it may be preferable to secure the braces directly to the bottom of the wagon instead of the reach.

Claim.

The arrangement of the braces E E and the clip D, provided with jaws *a a* and bolt F, for staying or bracing the rear axle to the reach or body of the wagon, substantially as shown and described.

THOMAS H. PRUSHAW.

Witnesses:

WM. A. CORWIN,
H. D. CRAM.