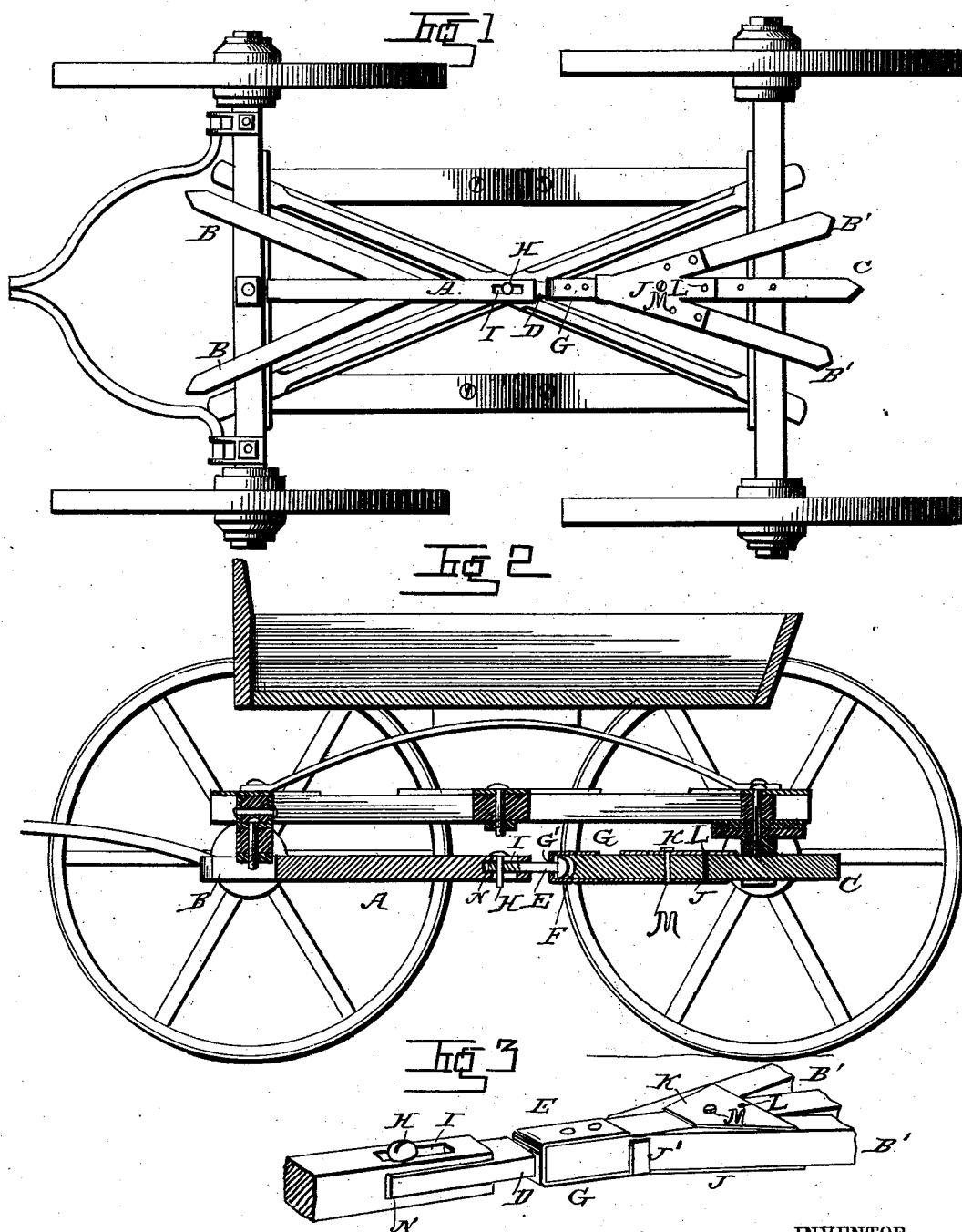


(No Model.)

J. M. BRADLEY.
VEHICLE RUNNING GEAR.

No. 297,747.

Patented Apr. 29, 1884.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JAMES M. BRADLEY, OF TYNER CITY, INDIANA.

VEHICLE RUNNING-GEAR.

SPECIFICATION forming part of Letters Patent No. 297,747, dated April 29, 1884.

Application filed September 3, 1883. (No model.)

To all whom it may concern:

Be it known that I, JAMES M. BRADLEY, of Tyner City, in the county of Marshall and State of Indiana, have invented certain new and useful Improvements in Running-Gear for Vehicles; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a bottom view of my improved running-gear for vehicles. Fig. 2 is a longitudinal sectional view of the same, and Fig. 3 is a perspective detail view of the rear part of the reach with its hounds and re-enforcing plates.

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

My invention has relation to running-gear for vehicles; and it consists in the improved construction and combination of parts of the same, as will be hereinafter more fully described and claimed.

In the accompanying drawings, A represents the front section of the reach, which is connected to the front axle by the hounds B, which are of ordinary construction.

C indicates the rear part or section of the reach, which is supported adjustably between the hounds B' in the manner hereinafter described.

D represents a connection or hinge, which connects the two sections of the reach together, the said hinge or connection being swiveled to the front end of the rear section, C, by having a bolt, E, inserted in one of its ends, the head of the bolt fitting into a recess, F, in the front end of the rear section of the reach. A plate or strip, G, is bent around the forward end of the section C, being provided with an aperture, G', through which the bolt passes, the said plate serving to hold the head of the bolt in the recess F, which is of a sufficient size to allow the bolt to turn in any direction, the other end of the hinge or connection D working in a horizontal recess, N, in the rear end of the forward section of the reach, and being secured therein, movably, by means of a bolt, H, passing through a slot, I, the said slot per-

mitting the bolt to move back and forth, to prevent the sections of the reach from binding when the wagon is turned.

J represents a re-enforcing plate, which is secured to the bottom of the rear section of the reach at the point where the hounds B' are connected to the said section, and is provided with upwardly-projecting lugs J', upon its forward end, which serve as guides in adjusting the rear section of the reach. A similar plate, K, is secured to the upper side of the reach opposite to the plate J. The rear section of the reach slides between the re-enforcing plates J K and the ends of the hounds B', and is provided with a series of vertical apertures, L, into which a bolt, M, which passes through each of the plates J K, is adapted to be inserted, by which arrangement the length of the reach can be altered at will.

From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of my improved running-gear for vehicles will readily be understood without requiring further explanation.

It will be seen that by constructing the connection or hinge D with one of its ends swiveled to the front end of the rear section of the reach, in the manner described, the said hinge or connection will be enabled to turn sufficiently on its swivel or bolt E to prevent the gear from binding in case the wagon-bed should be depressed to one side while in the act of turning. It will also be seen that when the vehicle is turning in a curve the rear axle will move in an opposite direction to that of the front axle, so as to cause the wheels to track while moving in a curve.

I am aware that running-gears for vehicles have been heretofore constructed provided with a hinged or sectional reach, the sections of which are swiveled together in such a manner as to prevent the gear from binding in case the wagon-body should be depressed to one side, especially while the wagon is being turned; and I do not therefore claim such construction, broadly; but

What I claim as my invention, and desire to secure by Letters Patent of the United States, is—

The herein-described running-gear for ve-

hicles, comprising a reach consisting of the rear section, C, having a recess, F, in its front end, and having a plate, G, provided with an aperture, G', secured around its front end, 5 front section, A, provided at its rear end with a horizontal recess, N, and a longitudinal slot, I, connecting piece or hinge D, provided at one end with a bolt, E, and having its other end adapted to fit within the horizontal recess N, and bolt H, working in the slot I, and 10 adapted to secure one end of the hinge D mov-

ably within the recess F, all constructed and arranged to operate substantially in the manner and for the purpose shown and described.

In testimony that I claim the foregoing as 15 my own I have hereunto affixed my signature in presence of two witnesses.

JAMES M. BRADLEY.

Witnesses:

SAMUEL PARKER,
D. E. SNYDER.