

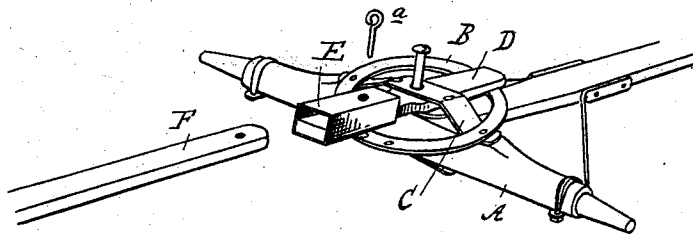
(No Model.)

A. J. BEACH.

WAGON RUNNING GEAR.

No. 291,133.

Patented Jan. 1, 1884.



Attest:  
A. Barthel  
C. Scully

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Allen J. Beach  
by his Atty Phil. S. Sprague

# UNITED STATES PATENT OFFICE.

ALLEN J. BEACH, OF FLINT, MICHIGAN.

## WAGON RUNNING-GEAR.

SPECIFICATION forming part of Letters Patent No. 291,133, dated January 1, 1884.

Application filed August 1, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, ALLEN J. BEACH, of Flint, in the county of Genesee and State of Michigan, have invented new and useful Improvements in Running-Gear; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing, which forms a part of this specification.

10 This invention relates to certain new and useful improvements in the method of securing the forward end of wagon-reaches to the front portion of the running-gear, by means of which I am enabled to keep the reach upon  
15 a level plane; or, in other words, the improvement raises the forward end of the reach to the level of the rear end, which ordinarily is higher, owing to the larger diameter of the hind wheels.

20 The invention consists in the peculiar construction of the various parts and their combination, as more fully hereinafter described.

In the accompanying drawing, which forms a part of this specification, and in which my  
25 invention is shown in perspective, A represents the forward axle, B the fifth-wheel, and C a yoke which is designed to support the bolster, which is not shown. These parts are of a construction heretofore known and used.

30 D is a draw-bar resting upon the top of the fifth-wheel and below the yoke, and is secured in place by means of the usual king-bolt, or by any other desired means. The rear end of this draw-bar is provided with a band-clip,  
35 E, into which the forward end of the reach F

is slipped, resting upon the rear end of the draw-bar, and a pin, *a*, secures the reach in place. The rear end of the reach is secured to the rear axle in any of the known ways. By this method of attaching the reach the forward end is brought up to the level of the rear end of the reach, so that any and all strains upon said reach are avoided, except the strain upon the direct line of draft, and the clip prevents the wear or the danger of splitting the ends of the draw-bar and reach, which frequently occurs when the two are simply bolted together.

Instead of the removable pin *a*, any other means of securing the reach in the clip may be employed, if preferred.

What I claim as my invention is—

1. The draw-bar D, made separate from the reach, and pivoted to the axle by the king-bolt, in combination with the clip E, constructed to embrace both draw-bar and reach, to hold the reach above the draw-bar, and to prevent the wear or splitting of said draw-bar and reach, substantially as described.

2. In a wagon, the combination, with the axle A, fifth-wheel B, and yoke C, of the draw-bar D, resting on the fifth-wheel below said yoke, and secured by the king-bolt, and provided with the band-clip E, as and for the purpose set forth.

ALLEN J. BEACH.

Witnesses:

E. SCULLY,  
H. S. SPRAGUE.