

(No Model.)

C. E. HOLLEY.
WAGON RUNNING GEAR.

No. 472,053.

Patented Apr. 5, 1892.

FIG. 1.

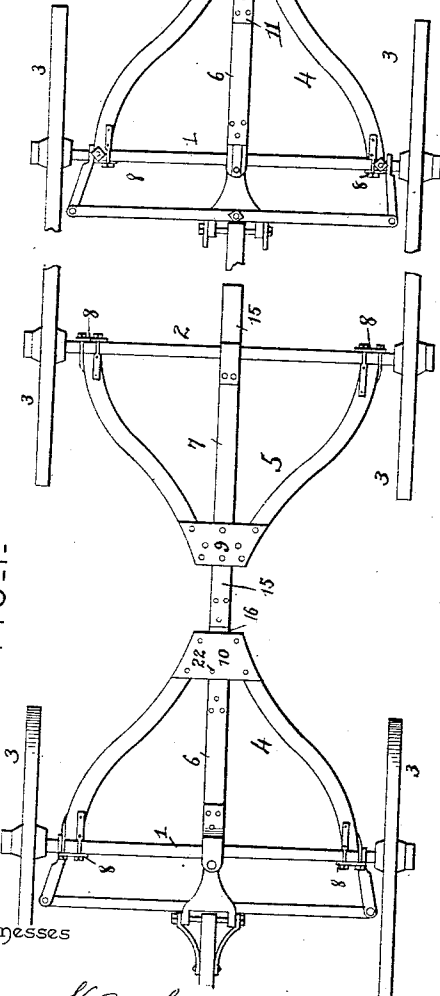


FIG. 2.

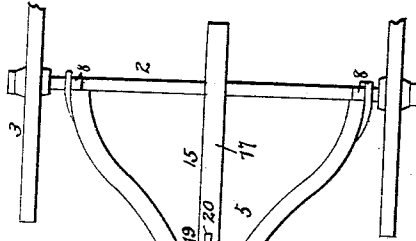


FIG. 3.

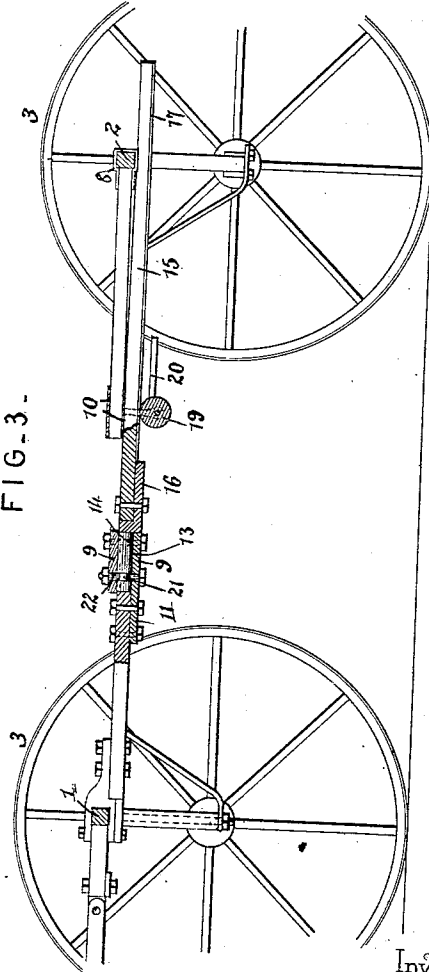


FIG. 4.

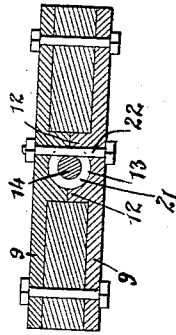
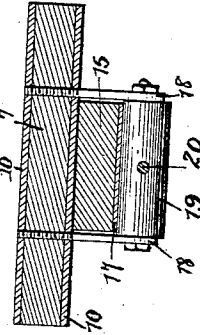


FIG. 5.



Witnesses

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H. P. Riley

By his Attorneys,

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UNITED STATES PATENT OFFICE.

CLARENCE E. HOLLEY, OF FORT FAIRFIELD, MAINE.

WAGON RUNNING-GEAR.

SPECIFICATION forming part of Letters Patent No. 472,053, dated April 5, 1892.

Application filed February 28, 1891. Serial No. 383,216. (No model.)

To all whom it may concern:

Be it known that I, CLARENCE E. HOLLEY, a citizen of the United States, residing at Fort Fairfield, in the county of Aroostook and State of Maine, have invented a new and useful Wagon, of which the following is a specification.

The invention relates to improvements in vehicles.

The object of the present invention is to simplify and improve the construction of vehicles having drop-axles and to enable the running-gear of the same to be readily adjusted to receive various classes of bodies, such as hay-racks and the like.

A further object of the invention is to enable the running-gear to readily conform to a road and to prevent accidental upsetting in passing over a hill and rough places.

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

In the drawings, Figure 1 is a plan view of a running-gear constructed in accordance with this invention. Fig. 2 is a reverse plan view. Fig. 3 is a central longitudinal sectional view. Figs. 4 and 5 are detail sectional views.

Referring to the accompanying drawings, 1 and 2 designate front and rear drop-axles having wheels 3 mounted on their spindles and having secured to their upper angles front and rear hounds 4 and 5, which have their inner ends connected with the axles by rigid reach-sections 6 and 7. The front axle is provided with depending vertical spindles, which are received in vertical sleeves formed integral with the axle-spindles, as will be readily understood. The outer ends of the hounds are secured to the axles by clips 8, and the inner ends are connected by bracing-plates 9 and 10, secured to the upper and lower faces of the hounds by bolts, and the lower plate 9 of the front hounds is provided with an integral extension 11, projecting forward and arranged beneath the rear end of the front reach-section 6 and secured thereto by bolts and supporting the same and rigidly connecting the reach-sections 6 with the hounds. The inner faces of the front plates 9 are provided with centrally-arranged longitudinal ribs 12,

which are provided with curved grooves in their inner opposed faces and form a cylindrical socket 13, adapted for the reception of a coupling-pin 14, which connects an extension-reach 15 to the front hounds and which is capable of rotation in its bearing-socket 13, whereby a flexible running-gear is produced adapted to readily yield and conform to rough surfaces, thereby greatly preventing the liability of accidentally upsetting. The coupling-pin 14 is formed integral with a plate 16, having its upper face recessed for the reception of the extension-reach 15 and secured thereto by bolts, and the lower face of the extension-reach 15 is covered with sheet metal 17 to prevent injury to the reach at the point of attachment to the rear hounds. The lower plate 10 of the rear hounds is provided with depending ears 18, in which is journaled a cam-roller 19, having a centrally-arranged handle 20 and adapted to engage the lower face of the extension-reach and secure the same at any point of adjustment. By this construction the running-gear is adapted to be increased and diminished in length and arranged to receive the ordinary wagon-body, a platform, a hay-rack, or the like, thereby providing a vehicle adapted for a variety of purposes, and especially desirable for farm purposes.

Springs may be mounted on the axles to support a body and the improvements may be readily applied to any character of vehicle, and it will readily be seen that the running-gear is simple and inexpensive in construction, adapted to be adjusted in length, capable of yielding to the surface of a road, and is securely braced.

The manner of securing the adjustable reach to the rear hounds permits a limited lateral swing of the latter, thereby greatly facilitating the turning of the vehicle.

The front end of the coupling-pin is provided with an annular groove 21, which is engaged by a bolt 22, passing through the upper and lower plates and preventing the withdrawal of the coupling-pin and the separation of the running-gear.

What I claim is—

1. In a running-gear, the combination of the rear axle, the hounds secured to the axle, the lower plates connecting the front end of the

hounds and provided with depending ears, the upper plate, the reach-section secured in the hounds and the axle, the extension-reach provided on its lower face with a metal wear-
5 plate, and the cam-roller journaled in said ears and provided with a handle and arranged to engage directly the extension-reach, substantially as described.

2. In a running-gear, the combination of the
10 front axle, the front hound, the plates secured to the upper and lower faces of the hounds and provided with longitudinal ribs arranged on the inner faces of the plates and having curved grooves forming a socket, the reach

and the coupling-pin swiveled in the said 15 socket and provided with an annular groove and having formed integral with it a recessed plate secured to the reach, and a bolt passing through openings of the plates and engaging the groove of the bolt, substantially as de- 20 scribed.

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

CLARENCE E. HOLLEY.

Witnesses:

EDWARD L. HOUGHTON,
CHAS. S. SMITH.