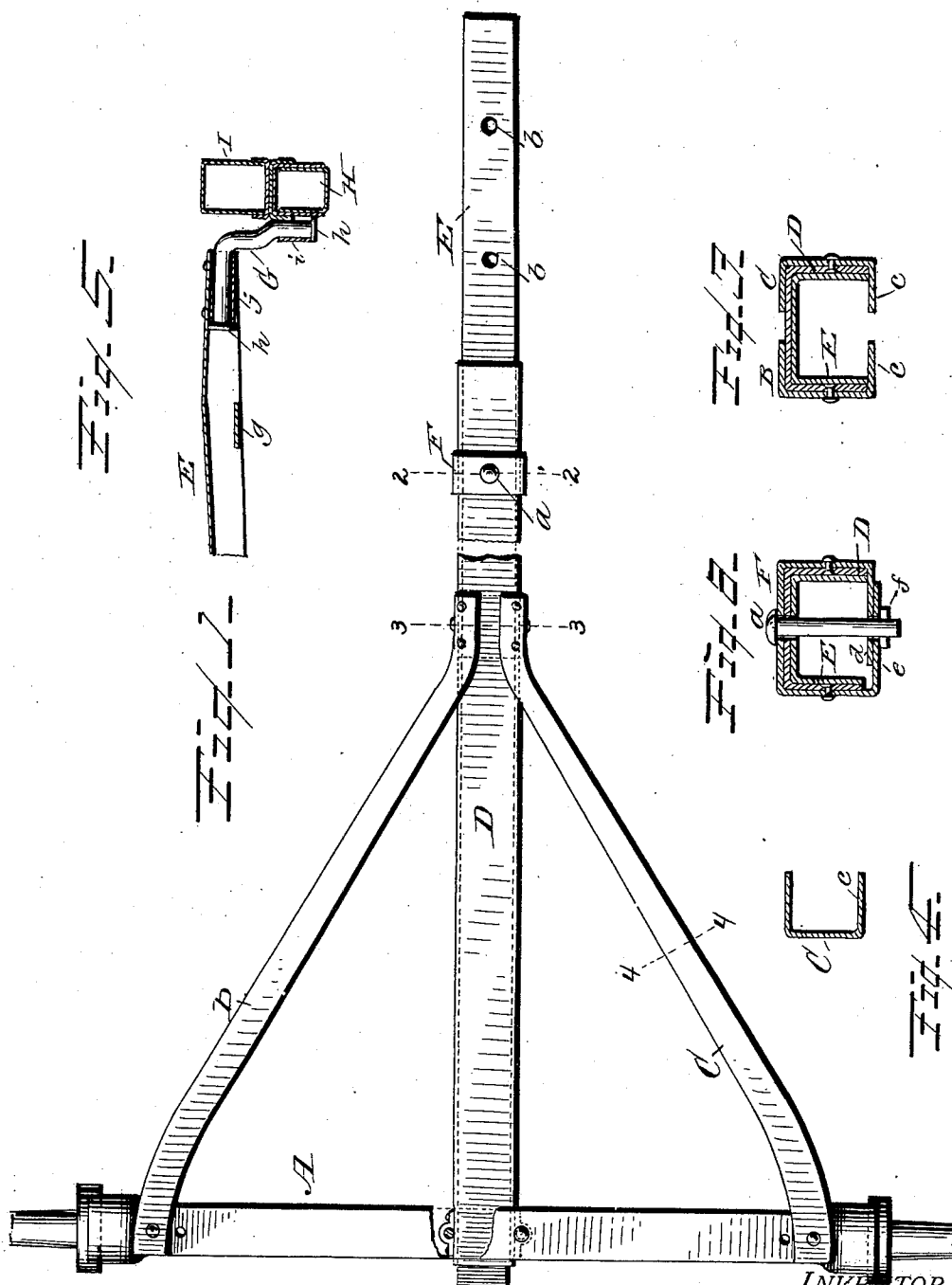


No. 829,500.

PATENTED AUG. 28, 1906.

M. R. BRUNER.  
RUNNING GEAR FOR VEHICLES.

APPLICATION FILED FEB. 3, 1906.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

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## RUNNING-GEAR FOR VEHICLES.

No. 829,500.

Specification of Letters Patent.

Patented Aug. 28, 1906.

Application filed February 3, 1906. Serial No. 299,349.

*To all whom it may concern*

Be it known that I, MARTIN R. BRUNER, a citizen of the United States, residing at Wapakoneta, in the county of Auglaize and State of Ohio, 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 same, reference being had to the annexed drawings, making a part of this specification, and to the letters of reference marked thereon.

The present invention has reference to that class of running-gear for vehicles having an extensible reach whereby the distance between the two axles may be increased or diminished; and it has for its object to provide a running-gear in which the extensible reach is constructed of two sections of channel form and of pressed steel, one of said sections overlapping the other and provided with a band that will reinforce the sections and also act as a guide, also securing the hounds to the upper one of the extensible sections and also to the axle and providing a gooseneck-coupling for the outer end of the under or lower extensible section, whereby a perfect, strong, and durable running-gear is obtained that will be superior in its construction and effective in its purpose.

The invention consists in a running-gear for vehicles constructed substantially as shown in the drawings and hereinafter described and claimed.

Figure 1 of the drawings is a top plan view of that portion of a running-gear embodying my invention; Fig. 2, a transverse section, on an enlarged scale, taken on line 2 2 of Fig. 1. Fig. 3 is a similar view taken on line 3 3 of Fig. 1; Fig. 4, a similar view taken through one of the hounds on line 4 4 of Fig. 1 and on an enlarged scale; Fig. 5, a detail view, partly in section, showing the gooseneck-coupling for the end of the under section of the extensible reach.

In the accompanying drawings, A represents the rear axle of a running-gear for vehicles and its connections, to which are secured in any suitable and well-known manner the hounds B C, the opposite ends of the hounds extending forward and suitably attached to the upper section D of the extensible reach, and within this section slides the under reach-section E and is held in its adjusted position with relation to the stationary reach-section by a locking-pin *a*, adapted to engage one of

a series of holes *b* in said adjustable section, whereby the reach may be shortened or lengthened to diminish or increase the distance between the two axles as circumstances require.

The hounds B C are constructed of pressed steel and of channel form, as indicated in Fig. 4 of the drawings, and in this form the hounds at their forward ends are enabled to embrace the top and sides of the stationary reach-section D and when secured thereto will form a perfect reinforce and form a rigid connection between the hounds and reach-section and give the same increased strength. One right-angle portion of each hound when said hounds at their ends are engaged with the stationary reach-section will extend under the section and form a guide-support for the slidable and extensible reach-section, as shown in Fig. 3 of the drawings.

A guide and reinforce band F is connected to the reach-section D near the end thereof, as shown in Figs. 1 and 2 of the drawings, said band extending around the reach-section D, and upon the under side thereof the ends *d e* of the band overlap to form a double thickness to strengthen the band upon its under side and form a rigid support for the reach-section E, the coupling-pin *a* passing through holes in the band and reach-sections and also through the overlapping ends of said band, and a suitable key *f* engages the projecting end of the pin to hold it in place.

The reach-sections D E are constructed of pressed sheet-steel into a channel form, so that both lightness and strength are obtained, the sections nicely fitting each other and the two together forming a strong and durable reach. The slidable and extensible reach-section E is provided with a transverse wearing-plate *g* upon its under side, as shown in Fig. 5 of the drawings, whereby the section is strengthened, either section being provided with any number of these wearing-plates throughout the length thereof, as found desirable. A gooseneck-coupling G connects the forward end of the reach-section E with the axle H of the vehicle through the medium of a suitable clip *i*, and I represents the bolster above the axle. The gooseneck-coupling G is provided with heads *h* at its ends, and one end is suitably connected to the under side of the reach-section by a clip or tubular bearing *j*, as shown in Fig. 5 of the drawings. The ends of the gooseneck-coupling may be connected in any suitable man-

ner to the axle of the vehicle and to the slidable and extensible reach-section that will admit of an intermediate swivel connection between the two and take any strain off the reach when passing over obstruction or in hollows, the heads on the gooseneck securely holding the same to its fastenings.

In describing herein the several details of construction many changes or modifications may be resorted to without departing from the essential features of the invention.

Having now fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a running-gear for vehicles, a reach comprising two sections adjustably connected to each other and constructed of channel-pressed steel and means for holding the sections in their adjusted position, and hounds formed of channel-pressed steel connecting with the rear axle and their front ends overlapping the top and sides of the rear reach-

section and extending under the same to form supports for the slidable reach-section, and a band and means for holding the slidable reach-section in its adjusted position, substantially as and for the purpose set forth.

2. In a running-gear for vehicles, a reach comprising two sections adjustably connected together, and a gooseneck-coupling having heads at its ends and suitable means for connecting said gooseneck with the slidable reach-section and with the front axle whereby a swivel connection is obtained between the two, substantially as and for the purpose specified.

In testimony whereof I affix my signature in presence of two witnesses.

MARTIN R. BRUNER.

Witnesses:

F. H. HUBBARD,  
JOHN L. FLETCHER.