

(No Model.)

C. F. HORNBECK.

RUNNING GEAR.

No. 358,395.

Patented Feb. 22, 1887.

*Fig. 1*

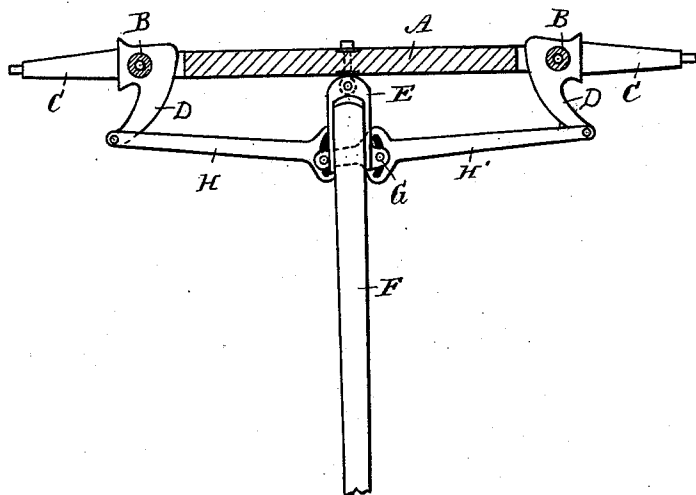


*Fig. 3*

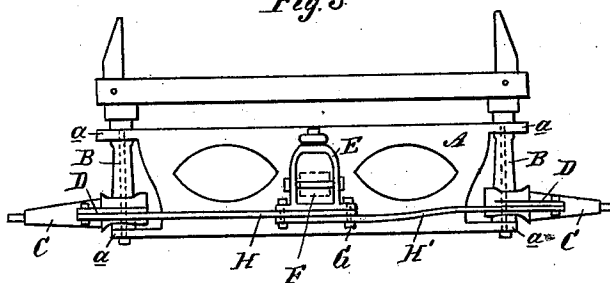
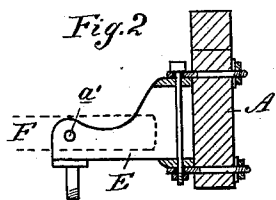


*Fig. 2*



*Attest:*

*John Schuman.*  
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*by his Atty*  
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# UNITED STATES PATENT OFFICE.

CORNELIUS F. HORNBECK, OF OWEGO, NEW YORK.

## RUNNING-GEAR.

SPECIFICATION forming part of Letters Patent No. 358,395, dated February 22, 1887.

Application filed October 28, 1886. Serial No 217,425. (No model.)

*To all whom it may concern:*

Be it known that I, CORNELIUS F. HORNBECK, of Owego, in the county of Tioga and State of New York, have invented new and useful Improvements in Wagon Running-Gear; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, which form a part of this specification.

15 This invention relates to certain new and useful improvements in wagon running-gear, and especially in that class wherein the wheels are secured upon pivoted axle-arms arranged to be operated by the pole in turning.

20 The invention consists in the means employed for simultaneously operating the axle-arms of an axle through the lateral side draft of the pole, and in the peculiar construction, arrangement, and combinations of the various parts, all as more fully hereinafter set forth.

25 Figure 1 is a plan view of one of my improved axles, showing connections between axle-arms and pole or tongue. Fig. 2 is a vertical central longitudinal section through draw-head. Fig. 3 is a front elevation.

In the accompanying drawings, which form a part of this specification, A represents a stationary axle-bar substantially of the form shown, or of any of the known constructions, 30 the ends of which terminate in two arms, *a*, between which are pivotally secured the heads B, carrying the axle-arms C, and from each of the heads B, which carry the axle-arms C, there projects an arm, D.

35 E is a draw-head or hanger, which is pivotally secured to the axle A at its longitudinal center, substantially in the manner shown in Fig. 2. In this draw-head the pole F is pivotally secured by means of the bolt *a'*. This manner of construction allows of a free lateral and vertical movement of the tongue.

40 The arm D of the left-hand axle-arm has pivotally connected to it one end of a bar, H, and the opposite end of such bar is pivotally connected to the pin G, projecting downwardly from the right-hand side of the hanger E, while the arm D of the right-hand axle-arm is connected by a similar bar, H', to a pin upon the left of the hanger. By thus extending the 45 bars H H' beneath the pole and connecting them with the hanger on the side opposite

that to which they are connected with the arms D said bars in a measure serve to support said pole and relieve its pintle of strain, and, furthermore, by this construction the pins G assist each other in bearing the strain, and if one pin should be broken the device would still be operative. 55

In the drawings I show the bars H H' as being radially slotted, through which the bolts or pins that connect the bars to the hanger may have a free uninterrupted movement in the "swing of the pole." By this construction and arrangement of parts it will be seen that the axle-arm may readily be moved to any desired angle that may be necessary to perfect the turning of the wagon. It is evident, also, that the construction can be advantageously employed to either the front or rear axle, or to both. 60 65 70

A wagon provided with a device substantially as described can be turned more readily than where the fifth-wheel alone has to be depended on, and without the dragging or slipping of the outer wheel; and it will be found that in making a "turn" the inner wheel will travel in a smaller circle than the outer wheel, as it is placed at a greater angle to the center of the stationary axle. It will also be found that in the employment of a device of this character the tendency of the pole's "whipping" is quite if not entirely obviated. 75 80

I am aware of the Patents Nos. 29,093 and 321,503, and make no claim to the construction shown therein as forming part of my invention. I deem it important that the bars H H' be connected with the hanger on the side of the pole opposite to that at which they are connected with the arms D. 85

What I claim as my invention is— 90

1. The combination, with the axle-bar terminating in arms *a*, heads B, pivotally secured between said arms, and arms C on said heads and carrying arms D, of the tongue pivotally connected with said axle-arm, and radially-swinging arms connected with said arms D and pivotally connected with the tongue upon the side thereof opposite to their connection with the arms D, substantially as and for the purpose specified. 95 100

2. The combination, with the axle-arm, heads B, arms C and D, and tongue, of the

hanger E, pin G, projecting downwardly from  
said hanger, and the bars H H', pivotally con-  
nected at one end with the arms D and at the  
other with the tongue upon the side thereof  
5 opposite to their connection with the arms D,  
substantially as and for the purpose specified.

3. The combination, with the axle-bar A,  
heads B, pivoted thereto and carrying arms  
C and D, hanger E, pivoted to the axle, and  
10 the tongue pivoted to said hanger, of the pin

G on said hanger, and the bars H H', pivotally  
connected at one end to the arms D and the  
other ends extending to opposite sides of the  
tongue, and provided with curved slots, sub-  
stantially as described, and for the purpose 15  
specified.

CORNELIUS F. HORNBECK.

Witnesses:

J. J. VAN KLEECK,

C. M. BROOKS.