E. BUSWELL & T. CASCADEN, Jr.

WAGON RUNNING GEAR.

APPLICATION FILED OCT. 24, 1908.

956,795.

Patented May 3, 1910.

2 SHEETS—SHEET 1.

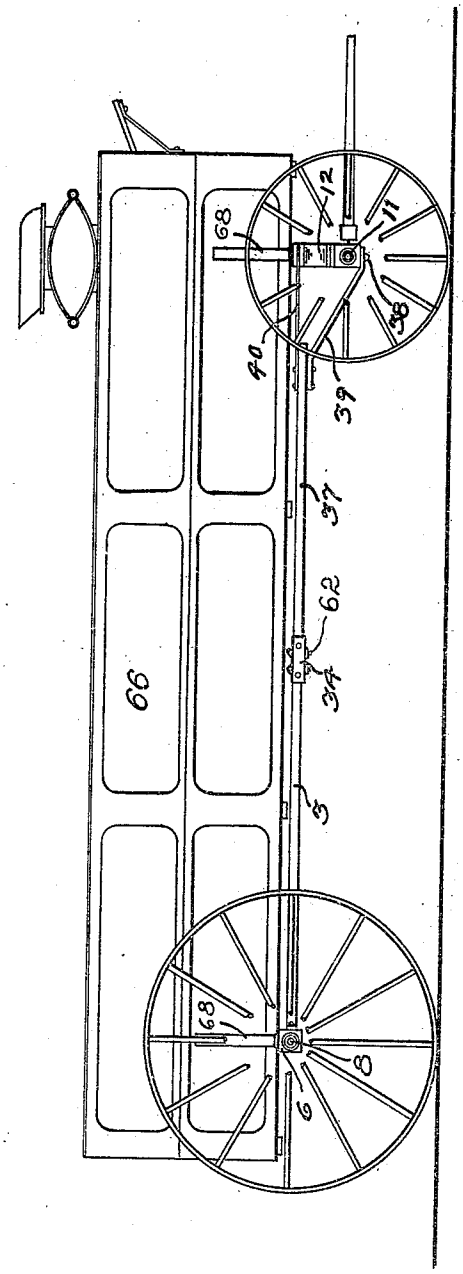

Fig. 1.

WITNESSES:

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2 SHEETS—SHEET 2.

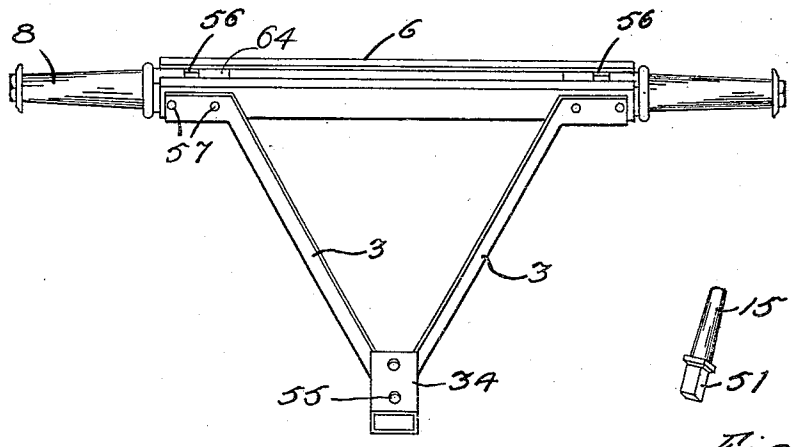

Fig. 2.

Fig. 3

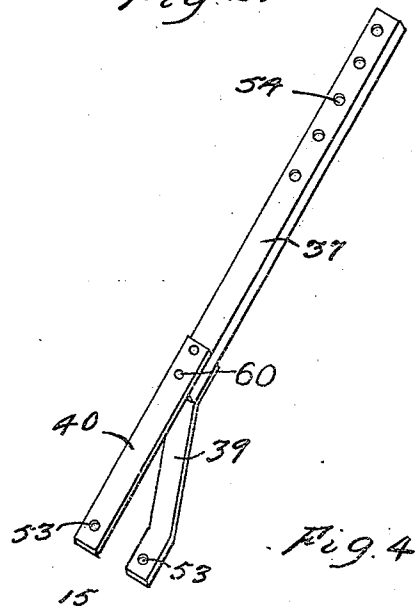

Fig. 4

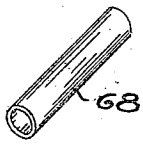

Fig. 6.

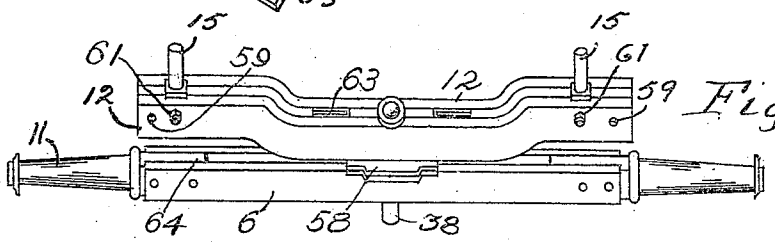

Fig. 5.

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UNITED STATES PATENT OFFICE.

EUGENE BUSWELL AND THOMAS CASCADEN, JR., OF WATERLOO, IOWA; SAID BUSWELL ASSIGNOR TO SAID CASCADEN.

WAGON RUNNING-GEAR.

956,795. Specification of Letters Patent. Patented May 3, 1910.

Application filed October 24, 1908. Serial No. 459,315.

To all whom it may concern:

Be it known that we, EUGENE BUSWELL and THOMAS CASCADEN, Jr., citizens of the United States of America, and residents of Waterloo, Blackhawk county, Iowa, have invented certain new and useful Improvements in Wagon Running-Gear, of which the following is a specification.

Our invention relates to improvements in wagon running gear, and the object of our improvement is to supply means whereby the wagon-box may have a permanently lowered position to thereby aid in the ease of loading, and to permit the use therewith of wagon-wheels of relatively large diameter. This object we have accomplished by the means which are hereinafter fully described and claimed, and which are illustrated in the accompanying drawings, in which:

Figure 1 is a right-hand elevation of a wagon running gear with superposed box, according to our improvement. Fig. 2 is a perspective view of our built-up rear axle and its connections. Fig. 3 is a perspective view of the removable upright used in connection with said built-up axle. Fig. 4 is a perspective view of an adjustable reach. Fig. 5 is a perspective view of the built up forward axle and its bolster. Fig. 6 is a perspective view of the hollow lengthening sleeve used in connection with the upright shown in Fig. 3.

Similar numbers refer to similar parts throughout the several views.

The wagon-box 66 is supported on carrying-wheels. Both of the axles are built up in the same manner of parallel transverse spaced apart bars 6. Short stub-axles 64 are secured between the ends of said bars 6 by bolts 57, the rear axles only having vertical sockets 56, adapted to removably receive the uprights 15, whose lower ends 51 are contrived to so fit the sockets as to not drop therethrough. Lengthening sleeves 68 are used, and placed over the uprights 15 removably, to keep the box 66 in place. The forward stub-axles have spindles 11, while the rear stub-axles have spindles 8, similar to each other except in dimensions. Hounds 3 are secured to the forward face of the forward bar 6 of the rear axle by the bolts 57, and the converging parts of said hounds are united to a hollow box 34 adapted to receive the reach 37, the box having holes 55 alined with holes 54 in the reach to permit of their being adjustably secured together, by means of bolts 62. Forwardly-extending bars 40 and 39 are secured by bolts 60 to the forward end of said reach, said bars having alined orifices to receive a king-bolt 38. The center-plate 58 rests upon the middle of the forward axle, spacing-blocks 63 lying between the bars 12 of the superincumbent bolster. Each block 63 has a socket to receive one of the uprights 15, which may be secured in place by a bolt 61.

No bolster is needed on the rear axle, which permits of the box 66 being hung lower than usual, thus decreasing the height of lift in loading. The arrangement also permits the use of wagon-wheels of relative large diameter, thus giving more leverage and decreasing the draft.

Having described our invention, what we claim as new, and desire to secure by Letters Patent, is:

1. In combination, carrying-wheels, spindle-bearing transversely-socketed bodies having said wheels rotatably mounted on their spindles, and detachable paired connections between and secured to said bodies to hold them in one fixed alinement.

2. In combination, carrying-wheels, an axle for said carrying-wheels composed of transversely-socketed shanks having outwardly-projecting spindles upon which said wheels are rotatably mounted, and a pair of parallel bars whose ends are secured to the adjacent shanks of said spindles.

Signed at Waterloo, Iowa, this 6th day of Oct. 1908.

EUGENE BUSWELL.
THOMAS CASCADEN, JR.

Witnesses:
G. C. KENNEDY,
O. D. YOUNG.