(No Model.)

C. H. ROGERS.

WAGON RUNNING GEAR.

No. 591,197. Patented Oct. 5, 1897.

Fig. 1.

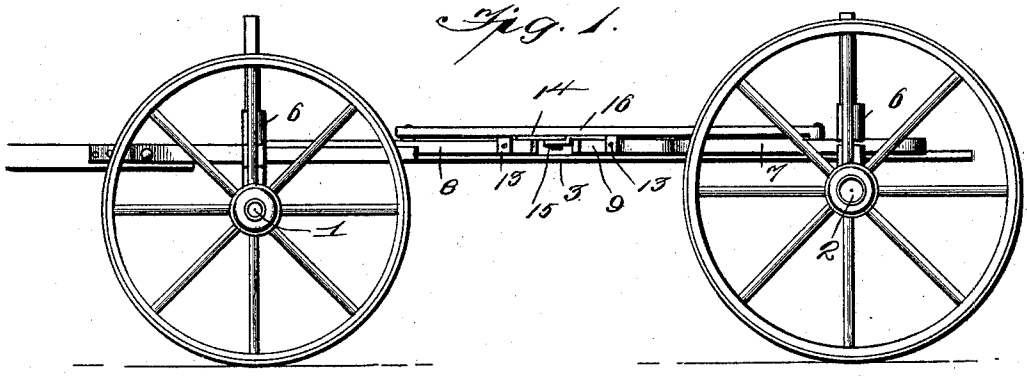


Fig. 2.

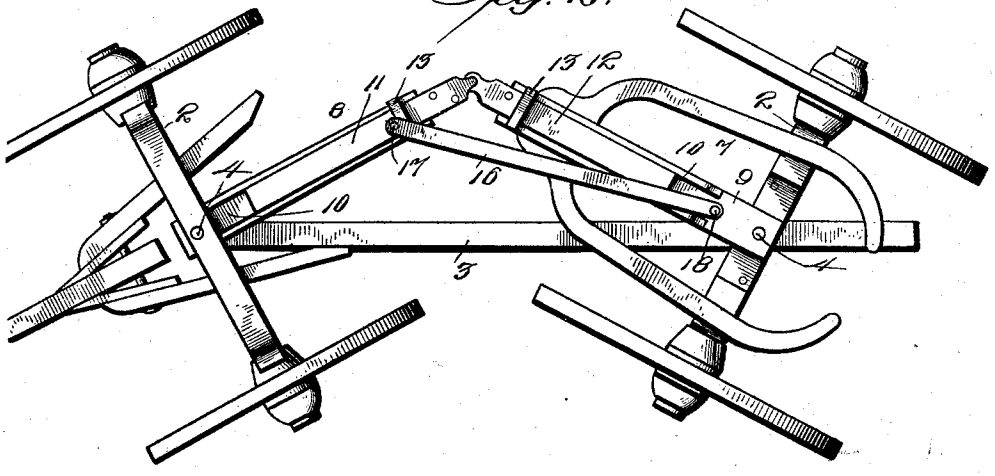


Fig 3.

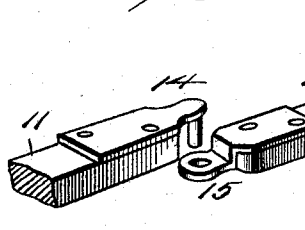
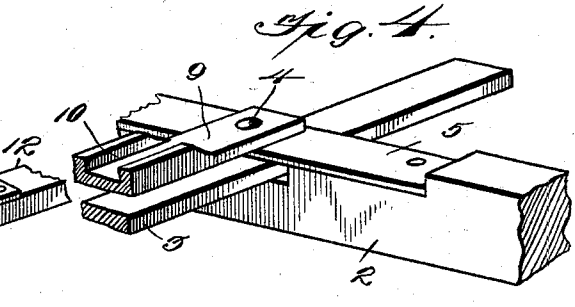


Fig. 4.



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UNITED STATES PATENT OFFICE.

CHARLES H. ROGERS, OF SAYRE, PENNSYLVANIA.

WAGON RUNNING-GEAR.

SPECIFICATION forming part of Letters Patent No. 591,197, dated October 5, 1897.

Application filed April 8, 1897. Serial No. 631,214. (No model.)

To all whom it may concern:

Be it known that I, CHARLES H. ROGERS, a citizen of the United States, residing at Sayre, in the county of Bradford and State of Pennsylvania, have invented certain new and useful Improvements in Wagon-Gears; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to wagon-gear.

My object is to provide a novel form of jointed wagon-gear which will permit the truck to turn quickly and easily without causing the tongue to have any "whip" or side action which at present is so injurious to the horses and one in which there will be no sliding side movement when turning.

Further objects are the provision of a running-gear of simple and cheap construction which will be extremely durable, strong, and light and which by reason of its flexibility will run easily on uneven ground.

Having the foregoing and other objects in view, the invention consists of a running-gear for wagons or vehicles which comprises certain improved features and novel combinations of parts appearing more fully hereinafter.

In the accompanying drawings, Figure 1 is a side elevation; Fig. 2, a top view showing the running-gear flexed or turned; Fig. 3, a detail view of the connection between the sliding perch-sections, and Fig. 4 a detail of the connection between the axle and the reach and the stationary perch-section.

The numerals 1 and 2 designate the axles, and the numeral 3 designates the reach, which is pivoted to the front and rear axle on the bolts 4, the same lying in slots made in the axle and underneath metal plates 5. The bolsters are shown at 6.

The numerals 7 designate the rear hounds. There are two stationary perch-sections 8 and 9, the former having the front bolt 5 passing therethrough and the latter the rear bolt and being connected to the rear hound. Each is provided with a groove 10.

The numerals 11 and 12 designate auxiliary perch-sections which are adapted to slide in the grooves of said stationary sections and are held in position by bands 13. It will be seen that the adjacent ends of these auxiliary perch-sections are pivotally connected together by a joint consisting of the members 14 and 15, one of which has an opening or socket and the other a pivot which fits in the same.

The numeral 16 designates a brace-rod which is pivoted to the section 11 by a bolt 17 and is pivoted to the stationary perch-section 9 on a bolt 18. It will be seen that when the front wheels are turned to the right or left the auxiliary sliding perch-sections move in the groove, and hence the running-gear flexes so that the turning can be readily accomplished. The brace 16 moves and while in no manner interfering with the flexing, yet serves to properly brace the parts. The reach by being pivoted permits the parts to move and at the same time gives a proper rigidity to the gear.

Having thus described the invention, what is claimed as new, and desired to be secured by Letters Patent, is—

1. In a running-gear, the combination with front and rear axles, of stationary perch-sections connected to said axles but separate from each other, sliding perch-sections movable on said stationary sections and pivoted together, and a brace pivoted to one sliding perch-section and pivoted to the other stationary perch-section.

2. In a wagon running-gear, the combination with front and rear axles, of perch-sections connected thereto and independent of each other, said sections each having a longitudinally-extending groove, auxiliary perch-sections slidable in the grooves and pivoted together, guides for holding the auxiliary sections in position, and a reach.

3. A wagon running-gear comprising the combination of front and rear axles, a reach pivoted to said axles, stationary perch-sections connected to the axles but separate from each other, auxiliary perch-sections slidable on said stationary sections and pivoted to each other, and a brace rod or bar pivoted to one auxiliary section and pivoted to the other stationary section.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

C. H. ROGERS.

Witnesses:
P. M. RAUP,
M. H. SAWTELLE.