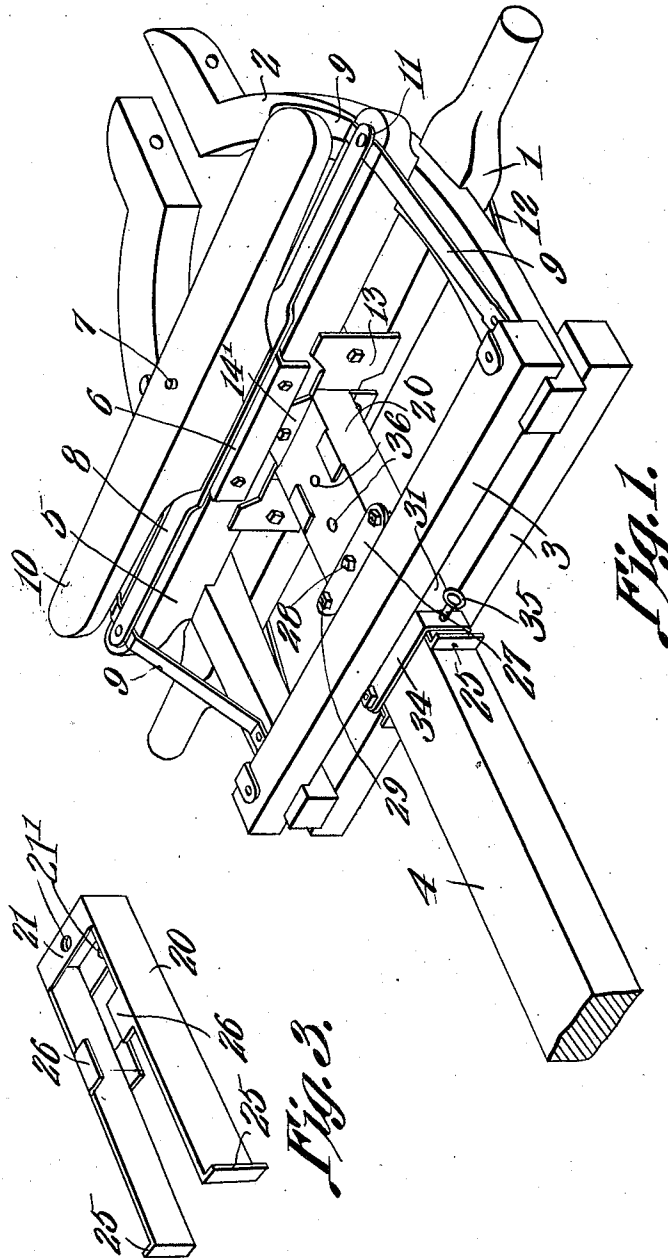


O. KRAEMER.
 RUNNING GEAR FOR VEHICLES.
 APPLICATION FILED AUG. 1, 1911.

1,035,975.

Patented Aug. 20, 1912.

2 SHEETS—SHEET 1.



Witnesses

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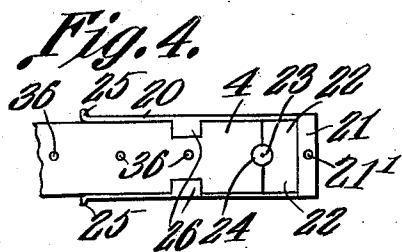
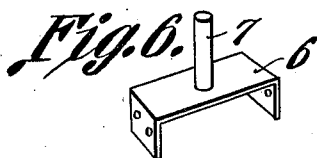
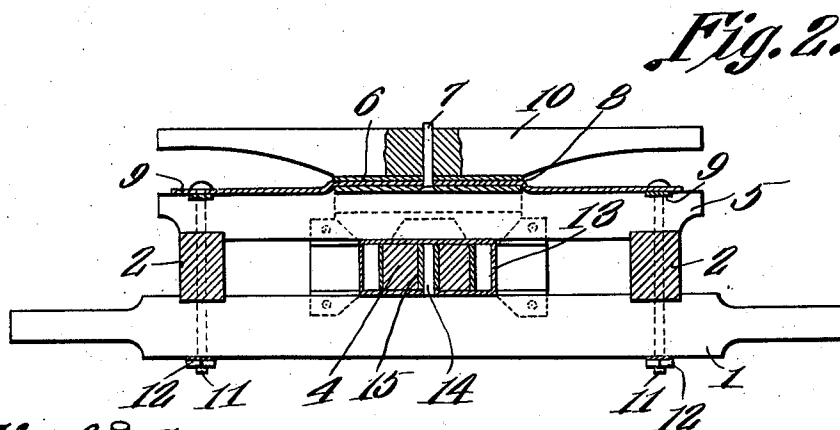
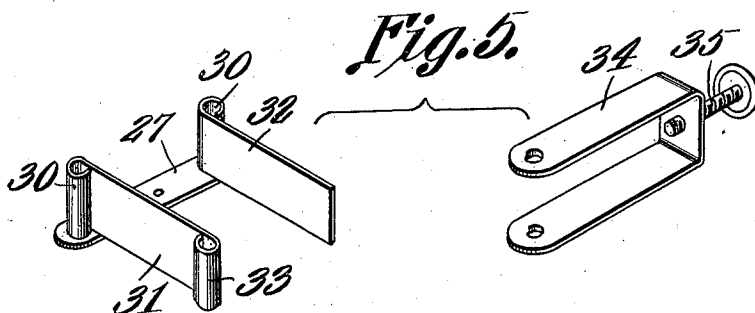
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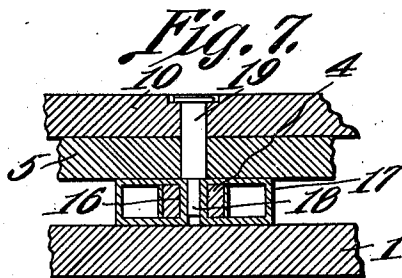
Patented Aug. 20, 1912.

2 SHEETS—SHEET 2.



Witnesses

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UNITED STATES PATENT OFFICE.

OTTO KRAEMER, OF EL CAMPO, TEXAS, ASSIGNOR OF ONE-FOURTH TO MAT BROWN,
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RUNNING-GEAR FOR VEHICLES.

1,035,975.

Specification of Letters Patent.

Patented Aug. 20, 1912.

Application filed August 1, 1911. Serial No. 641,745.

To all whom it may concern:

Be it known that I, OTTO KRAEMER, a citizen of the United States, residing at El Campo, in the county of Wharton and State of Texas, have invented a new and useful Running-Gear for Vehicles, of which the following is a specification.

This invention relates to running gear for vehicles and more particularly to means for connecting the reach and the bolster to the axle without the necessity of perforating the axle and thus weakening it.

A further object is to provide a novel form of coupling for use in connection with the reach and whereby said reach can be quickly placed in or removed from position without the necessity of removing its pivot from above the axle.

With the foregoing and other objects in view which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of the invention herein disclosed can be made within the scope of what is claimed without departing from the spirit of the invention.

In the accompanying drawings the preferred form of the invention has been shown.

In said drawings:—Figure 1 is a perspective view of that portion of the running gear constituting the present invention. Fig. 2 is a view partly in rear elevation and partly in section of the parts shown in Fig. 1. Fig. 3 is a perspective view of the yoke member of the reach coupling. Fig. 4 is a plan view of the coupling and the adjacent end of the reach. Fig. 5 is a perspective view of the two members of the clamp used in connection with the coupling yoke shown in Fig. 3. Fig. 6 is a perspective view of the king bolt and its attaching bracket. Fig. 7 is a section through the connected portions of the bolsters and axle and showing a modified form of pin for use in connection therewith.

Referring to the figures by characters of reference 1 designates an axle supporting hounds 2 which converge forwardly so as to engage the tongue of the running gear. These hounds also extend rearwardly and are connected, at their rear ends, by upper and lower cross bars 3 spaced apart a sufficient distance to receive the reach 4. The

sand bolster 5 is mounted, adjacent its ends, upon the hounds 2 and a U-shaped cap 6 embraces and is bolted or otherwise secured to the middle portion of the sand bolster at the center thereof and has a king bolt 7 integral with the center thereof and extending upwardly therefrom. This king bolt also projects through an opening formed in the center of a reinforcing strap 8. This strap extends longitudinally of the sand bolster and is bolted or otherwise attached to the upper face thereof, there being braces 9 extending from the end portions of the sand bolster and from the ends of the reinforcing strap 8 forwardly and rearwardly to the upper surfaces of the hounds. The bolster 10 engages the bolt 7 and bears downwardly on the strap 8. The axle 1, hounds 2, sand bolster 5 and the parts 8 and 9, are all held together by bolts 11 which extend downwardly through them. Braces 12 may also be engaged by these bolts, these braces extending from the lower face of the axle 1 to the lower faces of the hounds.

A metal box or frame 13 is interposed between the middle portions of the axle 1 and sand bolster 5 and has flanges 14' at the front and back thereof, these flanges being secured to the sand bolster and to the axle by any suitable means. A holding pin or pivot element 14 is within and fixed relative to the center of the box or frame and has a wear sleeve 15 mounted thereon. If preferred, however, and as shown in Fig. 7, a tubular pivot pin or element 16 may be formed within the middle portion of the frame or box 17 and adapted to receive the reduced lower end portion 18 of a king bolt 19, said bolt being extended downwardly through openings in the bolsters 10 and 5. The said bolt, however, terminates above the axle and it is therefore unnecessary to form an aperture within the axle.

The reach 4 is provided with a novel form of coupling whereby it may be connected to the pivot device 14—15 or 16, within the frame 13 or 17. This coupling consists of an elongated yoke 20 having a pocket 21 formed in the intermediate or crown portion thereof for the reception of a bearing block 22 having a recess 23 in its working face. This block can be held in the pocket 21 by a screw or other fastening device extending through openings 21' in opposed walls of the

pocket. Yoke 20 is adapted to straddle the reach and the end of said reach has a recess 24 designed to register with the recess 23, the two registering recesses receiving pin 14 and sleeve 15. The sleeve 15 obviously protects the walls of the recesses 23 and 24 from wear upon the pin 14. The ends of the yoke are outturned to form ears, as indicated at 25 and inwardly extending ears 26 are formed at the upper and lower edges of the arms of the yoke and are adapted to lap the upper and lower faces of the reach 4. The yoke is connected to the reach by means of upper and lower plates 27 connected to said reach by a bolt 28 which extends through the centers of the plates. The ends of the plates are connected, by means of bolts 29 to eyes 30 formed upon side plates 31 and 32, the plate 31 being provided, at its other end, with another eye 33 to which a U-shaped clamping member 34 is pivotally connected. This clamping member is adapted to straddle the plate 32 and carries a set screw 35 which can be adjusted against the plate 32. In this manner the two plates 31 and 32 can be clamped tightly upon the arms of the yoke 20 and said arms thus forced tightly against the sides of the reach 4, ears 25 preventing the yoke from being pulled longitudinally off of the reach. A series of openings 36 is formed within the reach and the bolt 28 is adapted to be placed in any one of them.

It will be apparent that, by removing bolt 28 and loosening the set screw 35, the reach 4 can be withdrawn rearwardly from the yoke 20 and away from pin 14 and sleeve 15, after which said yoke and block 22 can be withdrawn forwardly from the pin 14 and sleeve 15 and from the frame or box 13. It will be seen that all of the wear is upon the sleeve 15 and the walls of the recesses 23 and 24. Should the parts become unduly worn, a new block 22 can be readily substituted for the worn one and, when necessary, the reach 4 can be adjusted forwardly so as to take up wear upon the parts. As the axle is not perforated the same is more durable than where an opening is provided as ordinarily for the king bolt. It has been found that where the king bolt extends through the axle, the said axle soon becomes worn to such an extent as to be seriously weakened.

What is claimed is:—

1. The combination with an axle and a bolster connected thereto and spaced therefrom, of a frame interposed between and secured to the axle and bolster, a pivot element extending through the frame, a yoke straddling the pivot element and within the frame, a bearing block seated within the yoke and engaging a portion of the bearing element, a reach projecting in the yoke and abutting against the bearing element and the block, means for securing the yoke to the reach, said means including a clamping member straddling the reach, plates engaging opposite sides of the yoke, said clamping member being pivotally connected to one of the plates, means for securing the plates to the reach, means extending outwardly from the yoke for engagement by the clamping member, and means on the clamping member for adjustably engaging one of the plates.

2. The combination with an axle, a sand bolster, and hounds interposed between and connecting the axle and sand bolster, of a frame interposed between and secured to the axle and sand bolster, a tubular pivot element integral with and extending from top to bottom of the frame at the center thereof, a king bolt having a reduced end projecting into said bearing, a yoke straddling the bearing and within the frame, a bearing block seated within the yoke and engaging a portion of the bearing, a reach projecting into the yoke and abutting against said block, said reach and block surrounding the bearing, means for securing the yoke to the reach, said means including a U-shaped clamping member straddling the reach, plates engaging opposite sides of the yoke, said clamping member being pivotally connected to one of the plates, means for securing said plates to the reach, and outturned portions upon the yoke for engagement by the clamping member, and means on said clamping member for adjustably engaging one of the plates.

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

OTTO KRAEMER.

Witnesses:

GEO. A. CLAY,

W. G. McDONALD.