No. 846,939. PATENTED MAR. 12, 1907.

B. F. PADGETT.

WAGON RUNNING GEAR.

APPLICATION FILED AUG. 20, 1906. 4 SHEETS—SHEET 1.

Fig. 1.

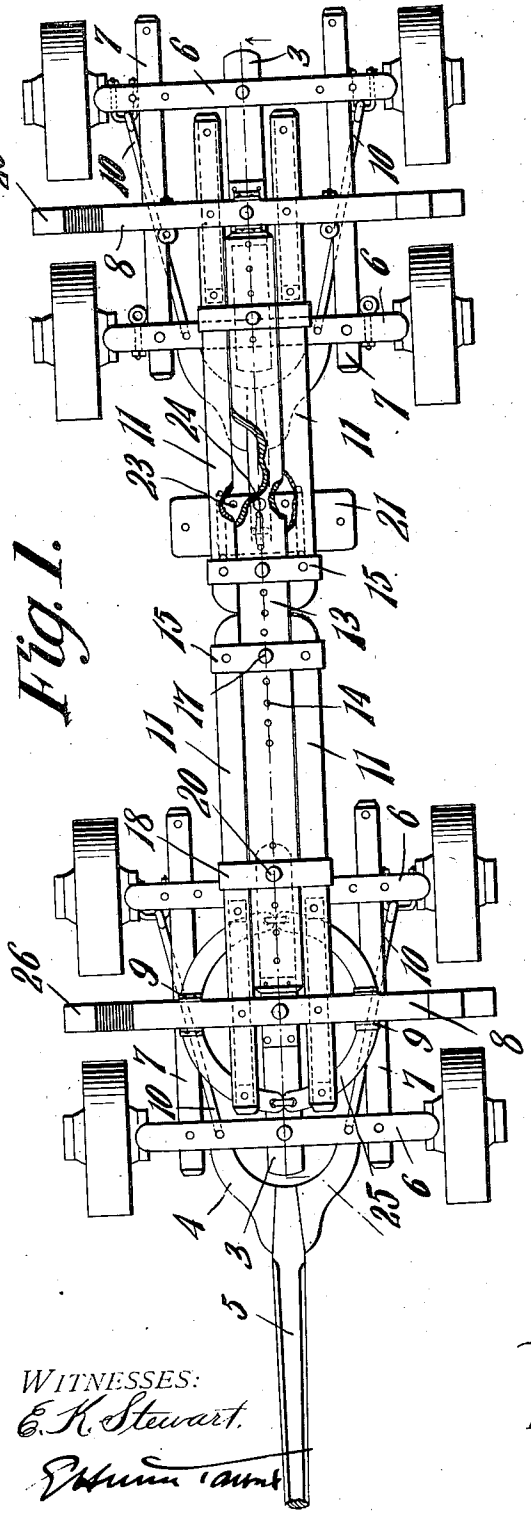
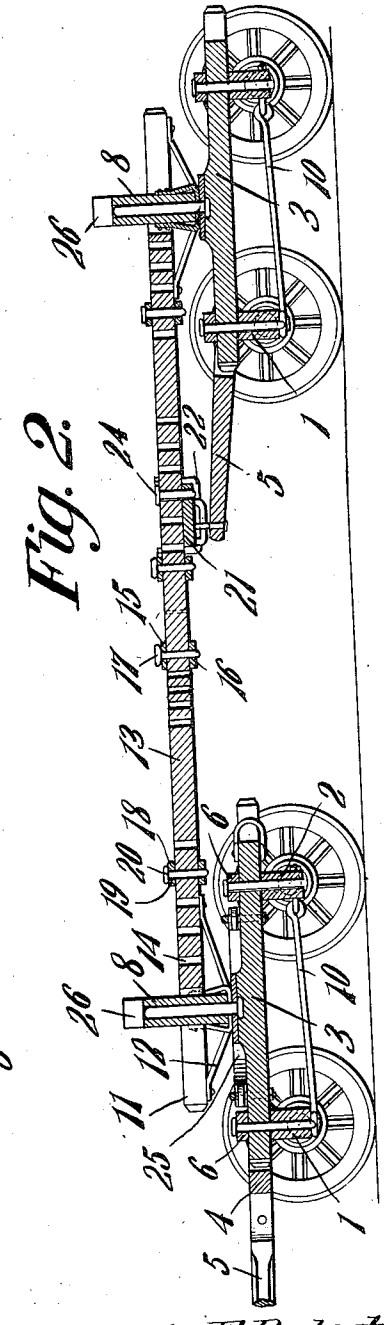


Fig. 2.



WITNESSES:
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4 SHEETS—SHEET 2.

Fig. 3.

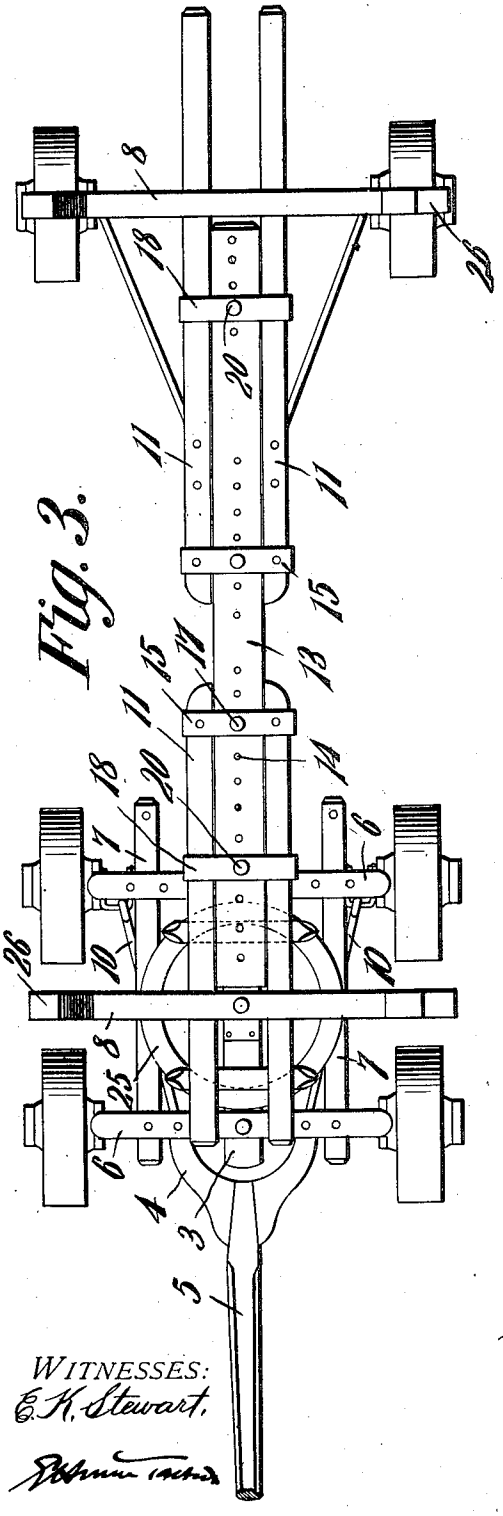
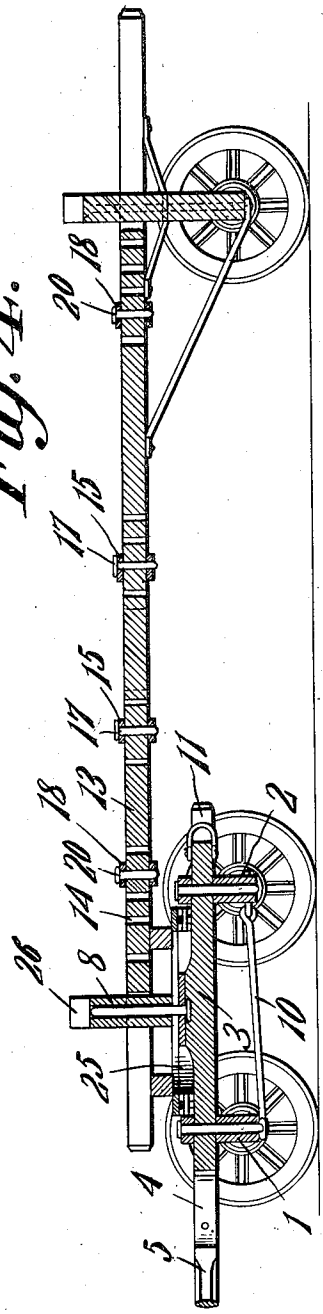


Fig. 4.



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4 SHEETS—SHEET 3.

Fig. 5.

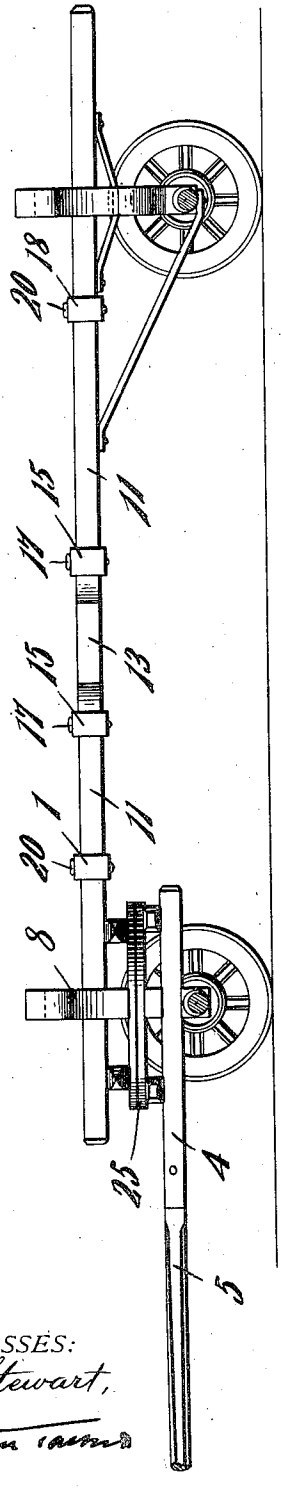
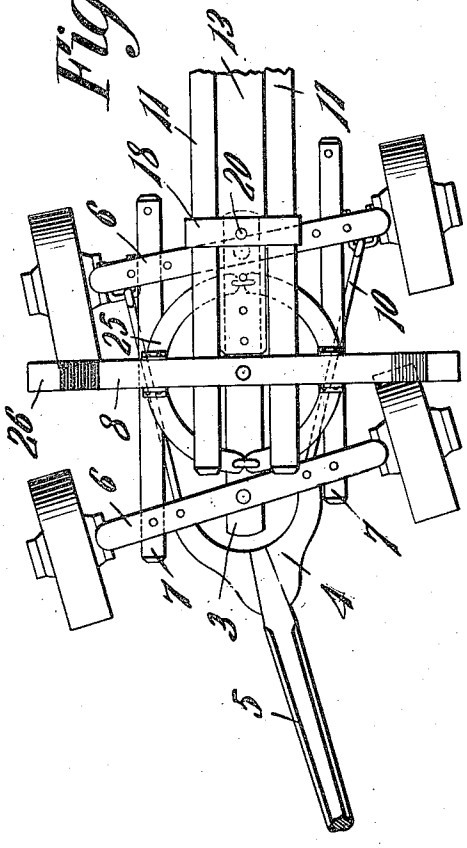


Fig. 6.



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4 SHEETS—SHEET 4.

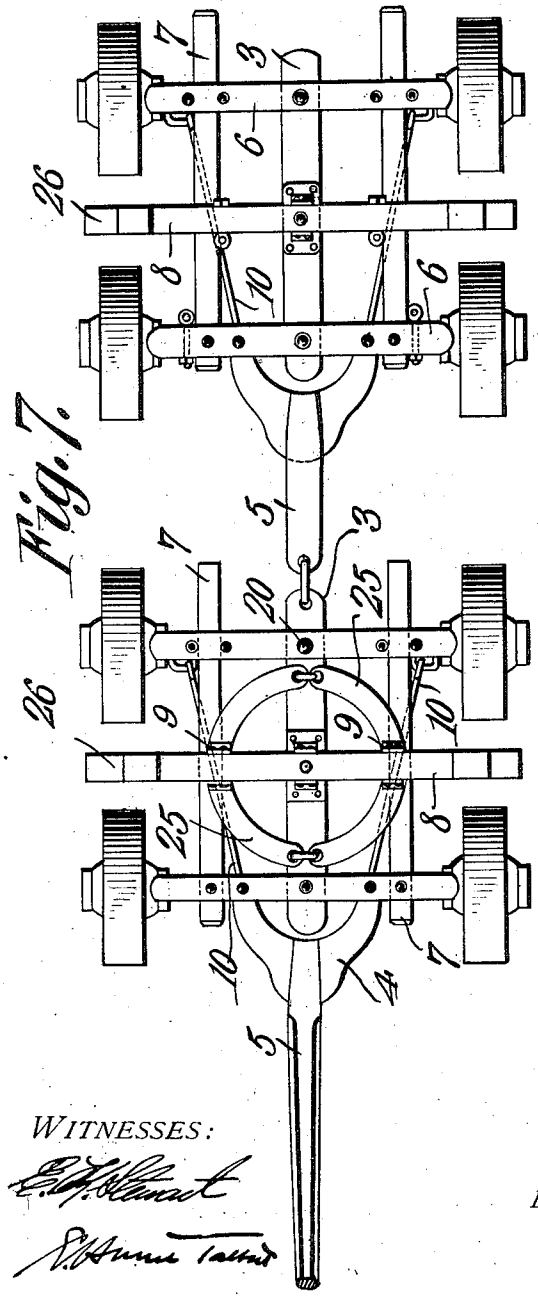


Fig. 7.

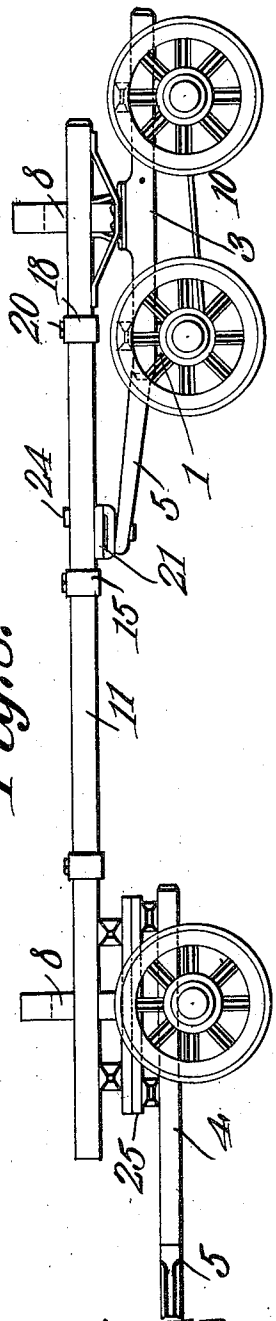


Fig. 8.

WITNESSES:

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ATTORNEYS

UNITED STATES PATENT OFFICE.

BENJAMIN F. PADGETT, OF LAUREL, MISSISSIPPI.

WAGON RUNNING-GEAR.

No. 846,939. Specification of Letters Patent. Patented March 12, 1907.

Application filed August 20, 1906. Serial No. 331,361.

To all whom it may concern:

Be it known that I, BENJAMIN F. PADGETT, a citizen of the United States, residing at Laurel, in the county of Jones and State of Mississippi, have invented a new and useful Wagon Running-Gear, of which the following is a specification.

This invention has relation to running-gears for wagons especially adapted for heavy hauling; and it consists in the novel construction and arrangement of its parts as hereinafter shown and described.

The object of the invention is to provide a running-gear which may be easily and readily elongated or collapsed to accommodate the load being carried.

In its preferred form the running-gear consists, primarily, of two four-wheel trucks, each pivotally supporting a bolster. To each bolster is attached a pair of parallel reaches, the reaches of one bolster being disposed opposite the reaches of the other bolster. A coupling-bar is adjustably secured to the reaches of the two bolsters.

The front axle of the rear truck is provided with a stub-tongue which is adapted to be secured to a laterally-adjustable bar, mounted upon the reach-arms of the rear bolster, and by adjusting the said bar laterally the axles of the rear truck may be turned and guided independent of the axles of the front truck. The axles of the front truck are also pivotally mounted, and when the wagon is going in a straight line the said axles are in parallel relation. Connections are provided between the front and rear axles of the said truck, whereby when a turn is made the front axle will swing on its pivot to a greater degree than the rear axle will. A king-bolt is permanently attached to the front truck of the running-gear. As a modified form a running-gear is provided, which is supported at its front and rear ends by axles each having two wheels. Under some circumstances it may be desirable to substitute in the place of either one of the four-wheel trucks a two-wheel axle, and by so doing it is possible to have a six-wheel running-gear, either four wheels at the front end and two at the back, or two wheels at the front end and four at the back.

In the accompanying drawings, Figure 1 is a top plan view of the running-gear with parts broken away. Fig. 2 is a longitudinal sectional view of the running-gear. Fig. 3 is a top plan view of a modification of the running-gear. Fig. 4 is a longitudinal sectional view of the same. Fig. 5 is a side elevation of the four-wheel running-gear. Fig. 6 is a top plan view of one of the four-wheel trucks of the running-gear. Fig. 7 is a top plan view of another assemblage of the two parts, and Fig. 8 is a side elevation of still another assemblage of the parts.

As the trucks are of substantially the same construction, a description of one will answer for both. The differences in construction will be pointed out hereinafter.

The axles 1 and 2 are pivoted to the front and rear ends of the truck-reach 3. The hounds 4 are attached to the front axle 1, and the tongue 5 is attached to the said hounds 4. The cross-bars 6 6 are superimposed upon the truck-reach 3 and the side bars 7 7 are pivoted at their forward ends between the axle 1 and the forward cross-bar 6 and at their rear ends are guided between the axle 2 and the rear cross-bar 6.

The bolster 8 is pivoted to the axle-reach 3 and is provided at such points where it comes in contact with the wear-plates 9. The rods 10 are pivoted at their rear ends to the axle 2 and at their forward ends to the axle 1. The said rods are not in parallel relation, but their forward ends are located closer together than their rear ends. The parallel reach-arms 11 extend from the side of the bolster 8 and are held rigidly with relation thereto by means of the braces 12.

The coupling-bar 13 fits at its ends between the oppositely-disposed parallel reach-bars of the two bolsters. The said coupling-bar 13 is provided along its central longitudinal axis with a series of pin perforations 14. The bands 15 are fixed to the reach-bars 11 near the ends thereof and are provided with the pin perforations 16. It is obvious that by removing the pin 17 from the perforation 16 and any particular perforation 14 of the bar 13 that the said bar may be moved longitudinally under the band 15 and may be secured in adjusted position with relation thereto. Thus the bolsters may be brought together or moved away from each other. The bands 18 are slidably located upon the bar 13 and upon the reach-arms 11. Said band is provided with a pin-perforation 19, which receives the pin 20, and by means of such pin and perforation the said band may be secured at any desired point upon the bar 13.

The tongue 5 of the rear truck is attached

to the bar 21, which is adapted to slide transversely of the reach-bars 11. The said bar 21 is supported from the reach-bars 11 by the clips or guides 22. The said bar 21 is provided along its longitudinal axis with a series of pin-perforations 23, and the pin 24 is adapted to pass vertically through any one of the perforations 14 in the bar 13 and enters one of the perforations 23 in the bar 21. It is obvious that by shifting the said bar 23 laterally that the axles of the rear truck will be turned on their pivots, and that, owing to the fact that the rods 10 are closer together at their forward ends than they are at their rear ends the axle 1 will describe a greater arc than will the axle 2. The front truck is provided with a fifth-wheel 25, upon which the under edge of the front bolster rests. The bolsters 8 are provided on their upper edges and at their ends with the upwardly-disposed portions 26, which are adapted to retain logs or similar articles in position upon the bolsters.

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

1. A running-gear comprising a pair of trucks, each truck having a bolster pivoted thereto, parallel reach-arms attached to each bolster, the arms of one bolster extending toward the arms of the other bolster, and a coupling-bar unattached directly to either bolster and connecting the two sets of reach-arms together.

2. A running-gear comprising a pair of trucks, each truck having a bolster pivotally mounted thereon, parallel reach-arms attached to each bolster, the arms of one bolster extending toward the arms of the other bolster, a coupling-bar unattached directly to either bolster and adjustably connecting the two sets of reach-arms together.

3. A running-gear comprising a pair of trucks each having pivoted axles, a reach connecting said trucks together, a laterally-adjustable bar attached to said reach, a tongue connecting said bar with the axle of the rear truck.

4. A running-gear comprising a pair of trucks each having pivoted axles, a reach connecting said trucks together, bars pivotally connected to the front axles of the trucks and slidably engaging the rear axles of the trucks, rods pivotally connected at their forward ends to the front axles of the truck and pivotally connected at their rear ends to the rear axles of the trucks said rods lying wholly on opposite sides of the axle-pivots, the forward ends of said bars being closer together than their rear ends.

5. A running-gear comprising trucks connected by a reach, pivoted axles attached to the truck, bars pivotally connected to the forward axle of the truck and slidably engaging the rear axle of the truck, rods pivotally connected at their ends to the front and rear axles of the truck said rods lying wholly on opposite sides of the axle-pivots.

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

BENJ. F. PADGETT.

Witnesses:

G. H. JONES,

A. MARCUS.