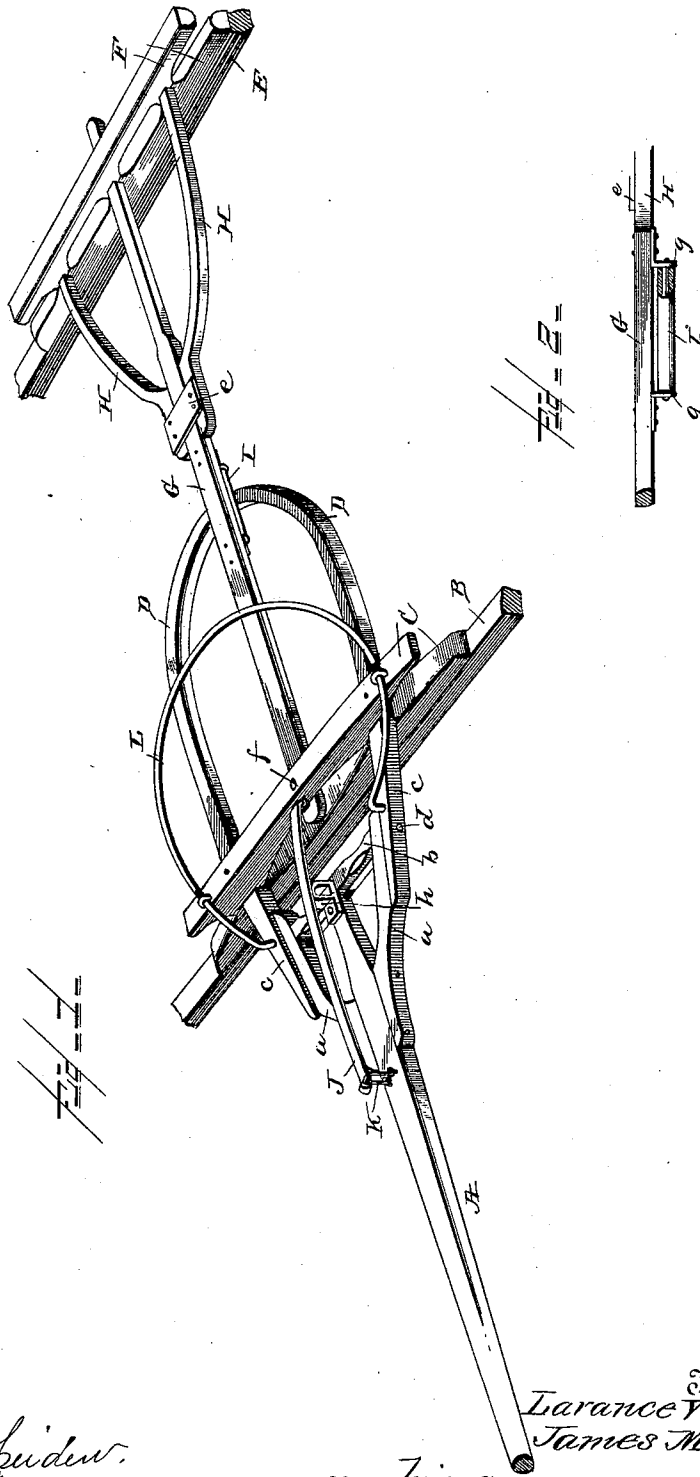


(No Model.)

L. W. SHEETS & J. M. WALKER.  
RUNNING GEAR FOR VEHICLES.

No. 406,373.

Patented July 2, 1889.



Witnesses

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# UNITED STATES PATENT OFFICE.

LARANCE W. SHEETS AND JAMES M. WALKER, OF HOLDEN, MISSOURI.

## RUNNING-GEAR FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 406,373, dated July 2, 1889.

Application filed March 23, 1889. Serial No. 304,472. (No model.)

*To all whom it may concern:*

Be it known that we, LARANCE W. SHEETS and JAMES M. WALKER, citizens of the United States, residing at Holden, in the county of Johnson and State of Missouri, have invented certain new and useful Improvements in Running-Gear; and we do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

This invention relates to certain new and useful improvements in running-gear for vehicles; and it consists in the peculiar combinations and the construction, arrangement, and adaptation of parts, all as more fully hereinafter described, shown in the drawings, and then particularly pointed out in the appended claims.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which—

Figure 1 is a perspective view of our improvement. Fig. 2 is a detail, partly in section, which will be more particularly referred to hereinafter by reference-letters.

In the said drawings, the letter A designates the pole, the rear end of which is provided with the rearwardly-extending and outwardly-diverged arms *a*, rigidly secured at their forward ends to the pole and at their rear ends connected by the cross-brace *b*.

B is the forward axle, and C the bolsters thereon.

D are the hounds, which in this instance are in the form of the letter U, with the bend at the rear and the forward arms extending somewhat beyond the front axle, as shown at *c*, and passed transversely through the extended portions of the hounds, and through the arms *a* on the rear end of the pole is the rod or pivot-pin *d*, thus pivotally connecting the pole to the forward extensions of the hounds.

E is the rear axle, and F the bolsters thereon.

G is the reach connected to the rear bolsters and provided with the curved brace-arms H, held to the reach in any suitable manner and braced by the cross metallic plate *e*.

The forward end of the reach is pivotally connected with the bolster on the front axle by means of the vertical pivot-pin *f*, so that

the reach may turn on said pin when desired.

Journaled in suitable lugs *g*, secured to the under side of the reach, as shown best in Fig. 2, is the roller I, extending lengthwise of the said reach and bearing on the hounds D, as shown in Fig. 1.

On the rear end of the tongue or pole A, or the central portion of the cross-bar *b*, is the block or bearing *h*, on which rests the flat metallic spring-bar J, the rear end of which is suitably connected to the bolster on the front axle and the forward end provided with a hook to engage with the swinging bail K, pivoted at its lower end on the tongue or pole A, as shown.

L is a wire bail provided at its ends with downwardly-extending points, which are secured in the arms *c* of the hounds D, the said wire being curved to the rear, as shown in Fig. 1, and passed beneath the eyes or fasteners *j*, as shown. This serves to keep the roller I in contact with the hounds and prevents upward movement of the reach.

What we claim as new is—

1. The combination, with the front axle and bolster, of the pivoted tongue, the rigid non-yielding bearing *h* on the rear end of said tongue, the swinging bail pivotally attached to the tongue forward of its pivotal point, and the spring-bar attached at one end to the bolster and at the other to said bail and bearing on said bearing, substantially as shown and described.

2. The combination, with the front axle, the tongue pivoted as shown, and the reach pivoted as described, of the spring bearing on the tongue, and the wire L, bearing on the reach, substantially as described.

3. The combination, with the hounds and the pivoted reach, of the roller journaled on the reach and adapted to travel on the hounds, and the spring-wire L, adapted to bear on the reach between its pivot and the said roller, substantially as shown and described.

In testimony that we claim the above we have hereunto subscribed our names in the presence of two witnesses.

LARANCE W. SHEETS.  
JAMES M. WALKER.

Witnesses:

J. E. STURGIS,  
F. B. HAWES.