

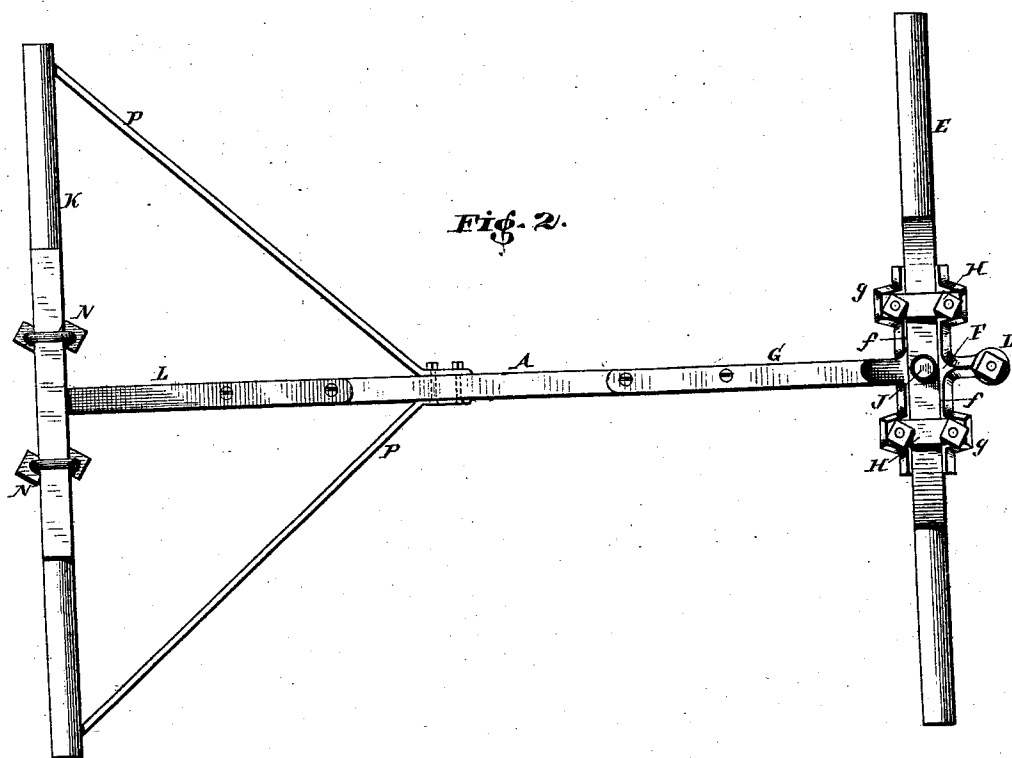
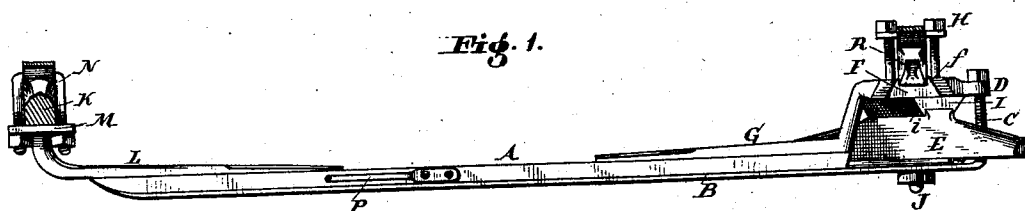
(No Model.)

2 Sheets—Sheet 1.

J. HERBRAND.
RUNNING GEAR FOR VEHICLES.

No. 244,599.

Patented July 19, 1881.



Witnesses:

Chiu Kong.

Wm. B. F. Meyer.

Jacob Furbrand, Twentor.

By Paine, Ingham & Sodd,
Attorneys.

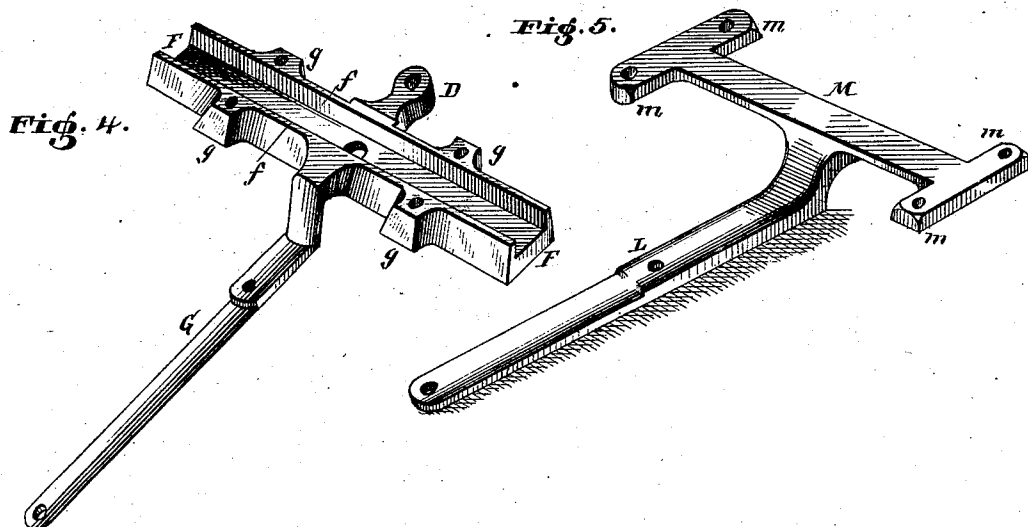
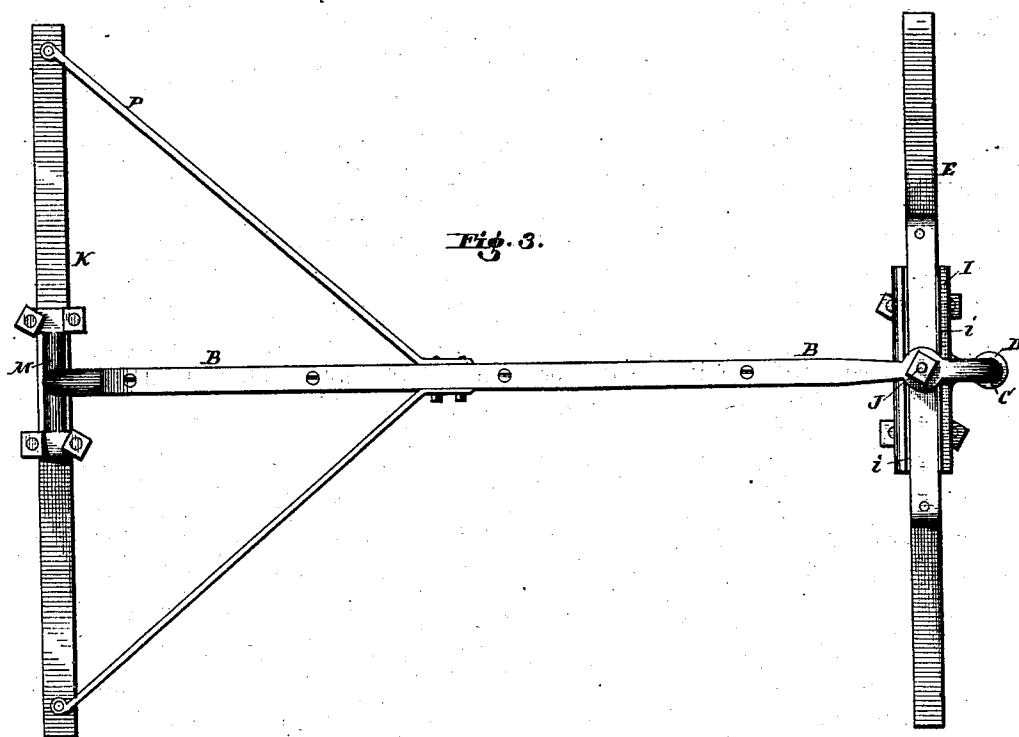
(No Model.)

2 Sheets—Sheet 2.

J. HERBRAND.
RUNNING GEAR FOR VEHICLES.

No. 244,599.

Patented July 19, 1881.



Witnesses:

A. M. Long.

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Jacob Herbrand, Tenant:
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UNITED STATES PATENT OFFICE.

JACOB HERBRAND, OF FREMONT, OHIO.

RUNNING-GEAR FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 244,599, dated July 19, 1881.

Application filed January 21, 1881. (No model.)

To all whom it may concern:

Be it known that I, JACOB HERBRAND, a citizen of the United States, residing at Fremont, in the county of Sandusky and State of Ohio, have invented certain new and useful Improvements in Running-Gears for Vehicles; 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, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

15 The present invention relates to that class of running-gears for vehicles of which the patent granted to me December 25, 1879, No. 222,904, is an example.

20 The object of the invention is to simplify the construction of the devices for securing the front and rear ends of the reach; also, to obtain greater strength and durability than heretofore. I attain these objects by the construction and combination of parts which will be hereinafter more fully described, and then set forth in the claims.

25 In the drawings, Figure 1 is a side elevation of my invention, the front axle being turned at an oblique angle relatively to the reach. Fig. 2 is a plan or top view with the front axle straight. Fig. 3 is a bottom view. Fig. 4 is a detached view of the upper fifth-wheel plate. Fig. 5 is a detached view of the curved arm for attaching the reach to the rear axle.

30 The reach, in the present instance, is composed of the wooden bar A and the metallic plate or bar B, secured to the lower face thereof by means of screws or other fastening devices. The plate or bar B projects beyond the reach and the front axle, E, and is formed with an upwardly-bent arm, C, which projects through an eye or apertured lug, D, on the upper fifth-wheel plate, F. A nut applied to the screw-threaded end of said arm or bolt C secures it to the lug D, thus directly connecting the reach with the upper fifth-wheel plate. The latter is also constructed or formed with a downwardly and rearwardly extending arm or plate, G, which extends a suitable distance along the upper side of the reach A, and is secured thereto by screws or other fastening devices.

The fifth-wheel plate F, in addition to the front eye or lug and the rear arm or plate, is constructed with lateral flanges *f* and perforated lugs *g*. The flanges form a seat for the wooden head-block R, and the latter is secured in said seat on the upper fifth-wheel plate by means of the clips or yokes H, which serve to secure the body-supporting spring to said head-block.

50 The lower fifth-wheel or turn plate, I, is also constructed with lateral flanges *i*, for retaining the front axle-bar, E, between the same.

The customary king-bolt J passes through the spring, head-block, fifth-wheel plates, axle, and through an eye made in the plate or bar B immediately below the front axle.

55 The reach in the present instance is depressed or "dropped down" to permit the vehicle body to be hung lower than usual, so that it may be more convenient for persons getting in and out. The rear extension or arm of the upper fifth-wheel may, however, be made straight, in which case the reach will be brought higher up. The rear end of the reach is secured to the rear axle or axle-bar, K, by means of the plate L, which has an upwardly-bent neck, and a short top plate, M, resting under said axle K, and secured thereto by the spring clips or yokes N passing through ears or lugs *m* formed on the plate M. The plate L is secured to the reach A, and makes a firm and durable connection between the reach and the rear axle. The customary brace-rods P extend from the outer ends of the rear axle to a central point on the reach.

85 It will be obvious that when the axle is not of the "drop-down" pattern the plate L is made without the upwardly-bent portion.

I have in the present instance illustrated a running-gear for use in connection with transverse body-supporting springs.

90 When side bars or longitudinal springs are used the upper fifth-wheel plate is made without the ears or lugs for the reception of the spring-clips.

95 It will also be evident that in wagons or vehicles having double reaches the upper fifth-wheel plate, instead of having only one rearwardly-extending arm or plate, has two diverging plates, which are secured to the two reaches in the same manner as with the single reach.

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

5 In a running-gear for vehicles, the upper fifth-wheel plate, F, constructed with the lateral flanges *f*, the front eye or lug, D, and the rearwardly-extending arm or plate G, in combination with the head-block R, held between said flanges, the reach A, the brace or bolt rising

from the latter and secured to the lug D, the 10 lower fifth-wheel plate, I, and the king-bolt J, as and for the purpose herein set forth.

In testimony whereof I affix my signature in presence of two witnesses.

JACOB HERBRAND.

Witnesses:

E. LOUDENSLEGER,
Z. ROSS.