

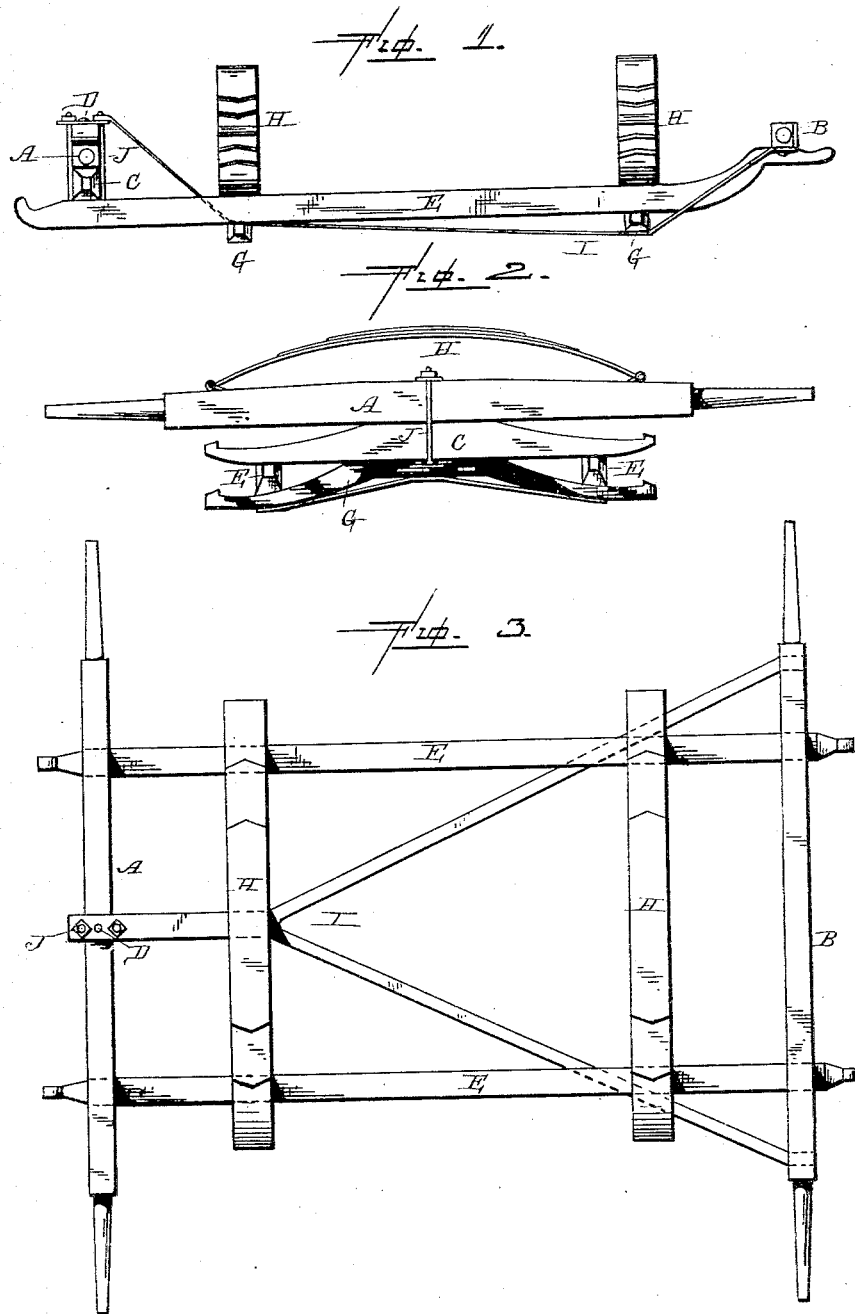
(No Model.)

M. FREAR.

RUNNING GEAR FOR VEHICLES.

No. 303,831.

Patented Aug. 19, 1884.



—Witnesses.—

Louis P. Gardner
J. W. Garner

—Inventor.—

Moses Frear,
per
E. A. Lehmann, atty.

UNITED STATES PATENT OFFICE.

MOSES FREAR, OF ROSENDALE, NEW YORK, ASSIGNOR OF ONE-HALF TO
RUFUS SNYDER, OF SAME PLACE.

RUNNING-GEAR FOR VEHICLES.

SPECIFICATION forming part of Letters Patent-No. 303,831, dated August 19, 1884.

Application filed April 30, 1884. (No model.)

To all whom it may concern:

Be it known that I, MOSES FREAR, of Rosendale, in the county of Ulster and State of New York, 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in running-gears for vehicles; and it consists in the combination of the head-block, which is attached to the under side of the front axle, with the side bars, which are attached to the under side of the rear axle and to the under side of the head-block, and the cross-bars, which are attached to the under side of the side bars, as will be more fully described hereinafter.

The object of my invention is to place the whole running-gear of the vehicle as low as possible, and thus lower the body near to the ground for the purpose of lessening the danger of being upset, and to make it easier for persons to get in and out of the vehicle.

Figure 1 is a side elevation of a running-gear embodying my invention. Fig. 2 is a front view. Fig. 3 is a plan view.

A represents the front axle, and B the rear axle. The head-block C, instead of being placed upon the top of the front axle in the usual manner, is here attached to the under side of the axle by means of the usual king-bolt, D. The side bars, E, are attached at their front ends to the under side of this head-block, and have their rear ends curved upward, as shown, so as to be attached to the under side of the rear axle. For the purpose of lessening the amount of curve or upward bend given to the rear end of these side bars, that portion of the hind axle between the spin-

dles may be bent downward to any desired degree. The spring-bars G are secured to the under sides of the side bars, and upon their tops are secured the elliptic springs H. Upon the tops of these springs will be secured the usual top spring-bars, to which the body is secured. Secured to the hind axle is the reach I, which has its rear ends separated, as shown, and which ends pass under the rear cross-bar. The front end of this reach is made in one solid piece and passes under the front cross-bar, and is then curved upward, so as to pass over the top of the front axle. In order to secure this front end to the front axle, a clip, J, is used. The king-bolt passes down through the front end of the reach of the front axle, the head-block, and the lower end of the clip, and receives a nut upon its lower end.

By the construction above described it will be seen that the whole running-gear is placed below the axles to such an extent that the tops of the springs come but very little above the upper sides of the axles. By this means the body of the vehicle is lowered to a very great extent, lessening the danger of being upset, and making it easier to get in and out of the vehicle.

Having thus described my invention, I claim—

In a running-gear, the combination of two axles; the head-block, which is secured to the under side of the front axle, and the side bars, which are curved upward at their rear ends, so as to be secured to the under side of the head-block at their front ends and to the under side of the rear axle, substantially as shown.

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

MOSES FREAR.

Witnesses:

STEPHEN HYATT, Jr.,
IRA D. GARRABRANT.