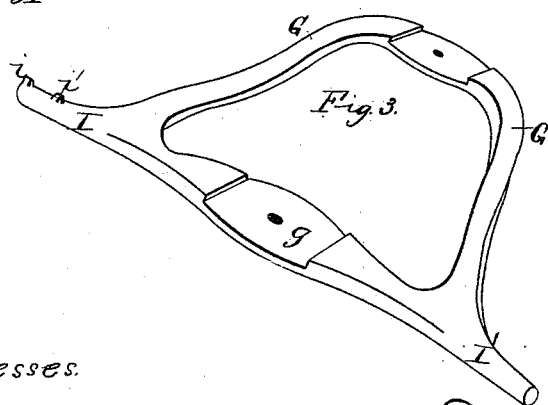
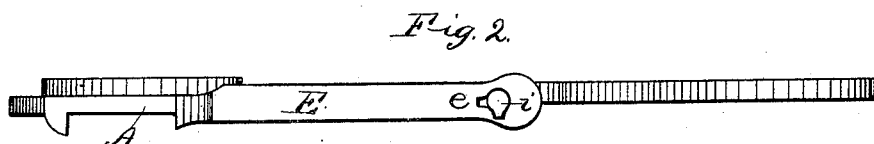
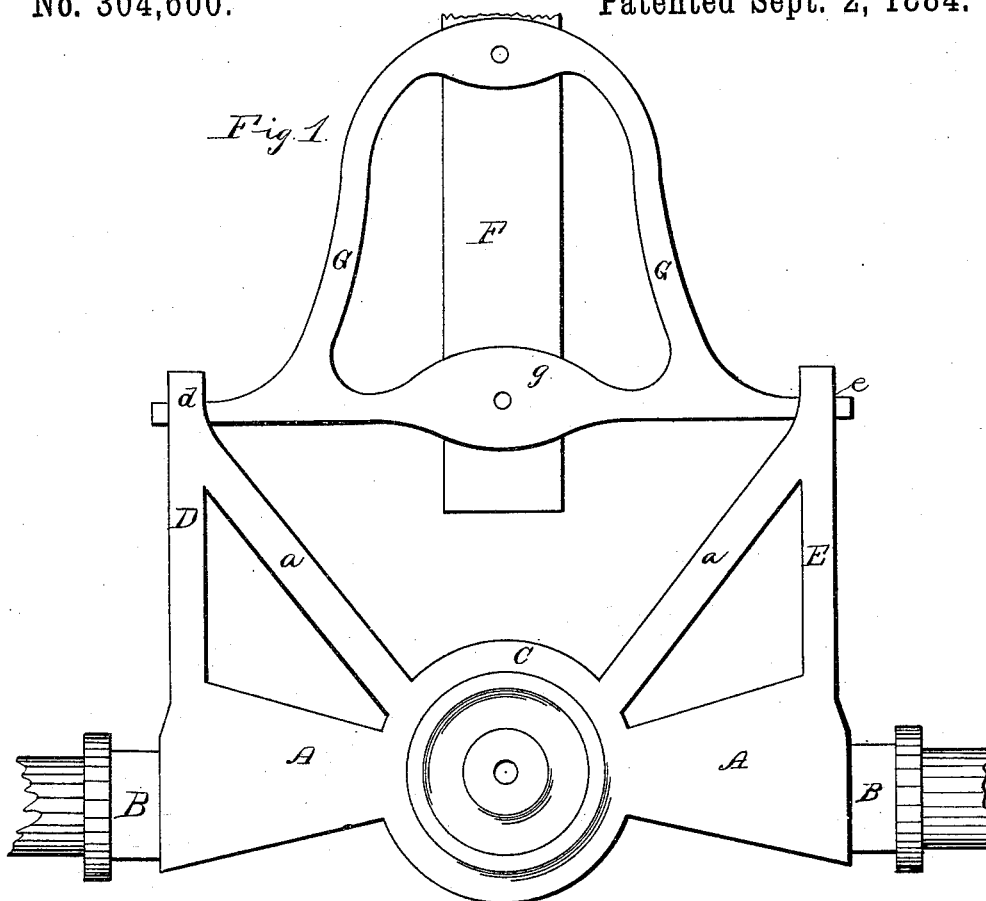


(No Model.)

E. L. BENNETT.
RUNNING GEAR FOR VEHICLES.

No. 304,600.

Patented Sept. 2, 1884.



Witnesses.

H. Burke
L. H. Marshall.

Inventor.

Edward L. Bennett
by Doubleday & Bliss attys

UNITED STATES PATENT OFFICE.

EDWARD L. BENNETT, OF BINGHAMTON, NEW YORK.

RUNNING-GEAR FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 304,600, dated September 2, 1884.

Application filed June 3, 1884. (No model.)

To all whom it may concern:

Be it known that I, EDWARD L. BENNETT, a citizen of the United States, residing at Binghamton, in the county of Broome and State of New York, have invented certain new and useful Improvements in Running-Gear for Vehicles, of which the following is a specification, reference being had therein to the accompanying drawings.

Figure 1 is a top or plan view of so much of a running-gear as is necessary to illustrate my invention. Fig. 2 is an edge view. Fig. 3 is a detached view of the hounds and journals.

The object of the invention is to facilitate the coupling or attachment of the tongue and hounds to the bolster, axle, and one member of the fifth-wheel.

In the drawings, A represents the bolster, which is bolted to the upper face of the axle B.

C is the lower member of the fifth-wheel, there being a hole, *c*, concentric to the fifth-wheel and adapted to receive the king-bolt.

D E are arms projecting forward from the ends of the bolster A, and further united and braced to the bolster by means of stay-rods, links, or braces *a a*. The outer end of the arm D is expanded vertically, and provided with a circular seat, as at *d*, and the forward end of the arm E is similarly expanded, and provided with a key-hole-shaped seat, *e*. The bolster, the fifth-wheel, the arms D E, and the braces *a a* are cast integrally; or they may be made of wrought-iron or steel by forging and welding, although in practice I prefer to make them of cast-iron, which is afterward made malleable. F is the tongue.

G G are the hounds, united by a cross-bar, *g*, and bolted to the tongue.

I I' are journals, forming rearward extensions of the hounds, the journal I' being round in cross-section, so as to fit closely the round eye *d* at the forward end of the arm D. The journal I is also round in cross-section, but is provided with two locking-spurs, *i i'*. By turning the tongue and hounds at about a right angle to the horizontal plane of the bolster A and arms D E, the journal I' can be thrust through the round eye *d* so far that the end of the journal I will enter the seat *e* from its inner side—that is, the side which is toward the arm D. Then the journal I and lug or locking-spur *i* can be thrust through the key-hole-shaped eye *e* until the spur *i* is just outside the outer face of the arm E. If, now, the tongue be turned slightly from its vertical position, so that the spurs *i i'* no longer register with the slot of the key-hole-shaped seat, these spurs will engage with the flat vertical faces of the eye and prevent all longitudinal movement of the journals in their seats.

What I claim is—

The combination, with the arms D E, provided with the seats *d e*, of the hooks, the journals, and the locking-spurs, substantially as set forth.

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

EDWARD L. BENNETT.

Witnesses:

PHILO. H. LEE,

EDMUND J. LAWRENCE.