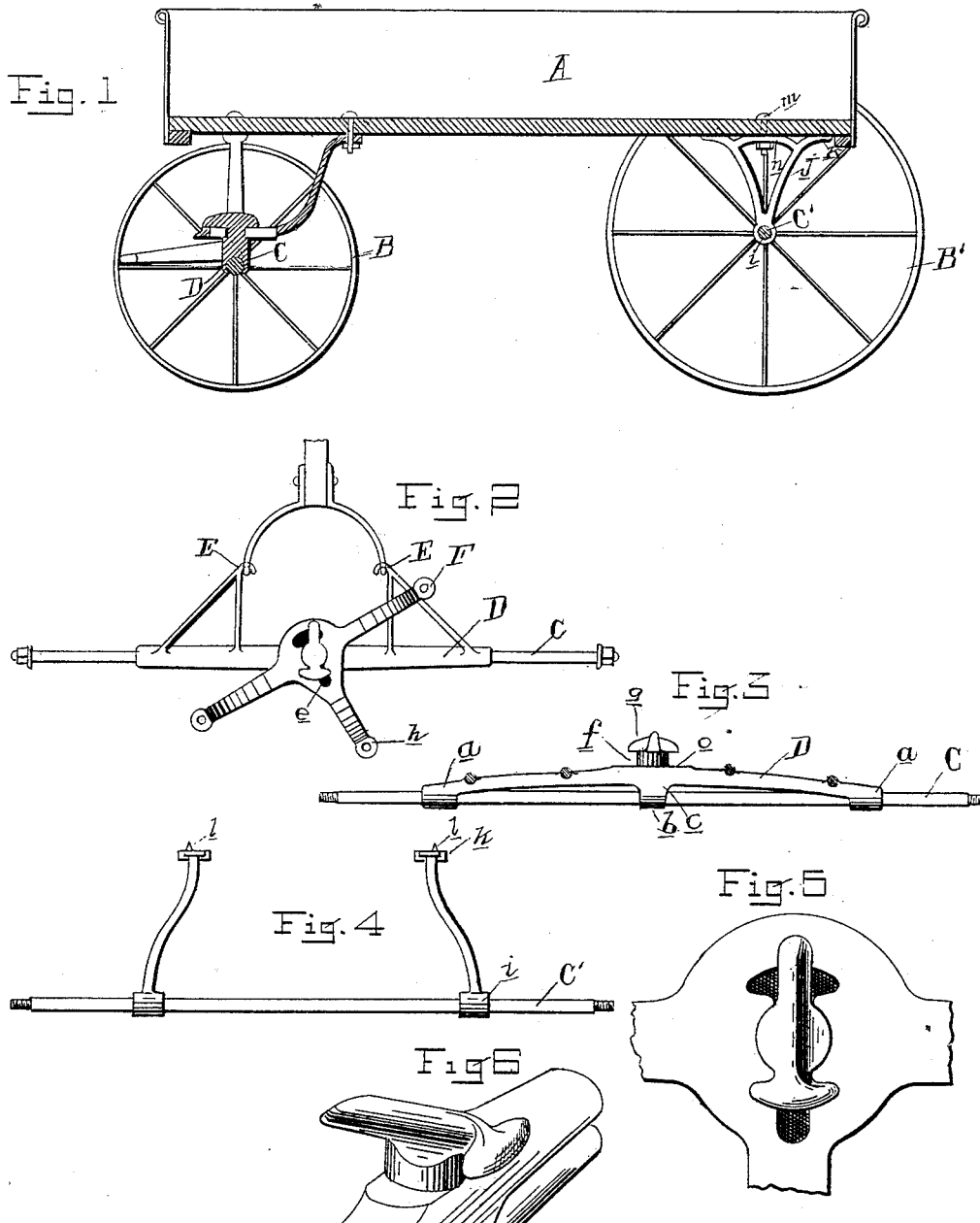


(No Model.)

P. GENDRON.  
WAGON RUNNING GEAR.

No. 419,010.

Patented Jan. 7, 1890.



Witnesses:  
W. E. Gilbert  
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Att'y

# UNITED STATES PATENT OFFICE.

PETER GENDRON, OF TOLEDO, OHIO, ASSIGNOR TO THE GENDRON IRON WHEEL COMPANY, OF SAME PLACE.

## WAGON RUNNING-GEAR.

SPECIFICATION forming part of Letters Patent No. 419,010, dated January 7, 1890.

Application filed October 21, 1889. Serial No. 327,729. (No model.)

*To all whom it may concern:*

Be it known that I, PETER GENDRON, a citizen of the United States, residing at Toledo, in the county of Lucas and State of Ohio, have invented certain new and useful Improvements in Wagon Running - Gear, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to new and useful improvements in wagon running-gear; and the invention is especially intended to apply to that class of toy wagons known as "boys' express-wagons."

The invention consists in the peculiar construction, arrangement, and combination of the various parts, whereby the device is made of simple form, having great strength, the parts being easily put together or put in a knockdown position for shipment or repairs, all as more fully hereinafter described.

In the drawings which accompany this specification, Figure 1 is a vertical central section through my improved wagon. Fig. 2 is a plan view of the bolster and front axle detached. Fig. 3 is a front elevation of the front axle with the axle-cap. Fig. 4 is a rear elevation of the hind axle and body-supports. Fig. 5 is a perspective view of the axle-cap and fifth-wheel, showing the locking-stud. Fig. 6 is a plan view thereof when engaged in the bolster.

A is the body, which may be of any suitable construction. B are the front wheels. B' are the hind wheels. C is the front axle, and C' is the hind axle. Upon the front axle is secured the metallic axle-cap D by means of sleeves *a* at the end engaging over the axle, and the lips *b*, turned down to clamp the axle at that point, a suitable bearing *c* being formed centrally of the axle-cap to rest upon the axle.

E are hounds secured to the front of the axle-cap, having suitable hooks at their forward ends to engage with eyes in the tongue. The upper central part *d* of the axle-cap is flattened to form a fifth-wheel, upon which the bearing or bolster F is secured by means of the T-shaped aperture *e*, in which is en-

gaged the stud *f*, having a T-shaped head *g*. The T-shaped head of the stud is engaged into the T-shaped aperture in the bolster, and the bolster is then turned around, so that the head of the stud engages over the stem of the aperture in the bolster, as plainly shown in Fig. 2. The bolster is provided with suitable upwardly-extending arms *h*, having apertures to receive the bolts which secure it to the body of the wagon. The sleeves *a* are secured upon the axle by arranging dies of a shape to conform to their outer outline, and bringing pressure to bear thereon clamping them firmly upon the axle. This method of securing the trimming upon the axle I do not herein claim, I having made it the subject of a separate concurrent application.

G are the rear body-supports, consisting of the sleeve *i* and the upwardly-extending bifurcated brackets or arms *j*, having suitable flanges *k* at the top to form a bearing against the body of the wagon, and these are provided with suitable studs *l*, adapted to be forced into the wood of the wagon to secure it firmly in position against accidental displacement. The two bifurcations of the bracket are joined by a cross-piece *m*, which is provided with an aperture to receive the bolt *n*, passing through the bottom of the body of the wagon and securing it firmly in position. These sleeves *i* are secured upon the rear axle by pressure, as previously described in regard to the sleeves upon the front bolster.

To disengage the front wheels from the wagon, it is evident that all that is necessary is to turn them around with the hounds E beneath the body of the wagon, when the T-shaped head on the axle-cap will register with the T-shaped aperture in the bolster and will be readily disengaged. By taking out the bolts *n* from the rear the hind wheels and brackets may be also disengaged. The upper part of the bolster is provided with a circular bearing *o*, upon which the T-shaped head *g* of the stud bears in turning. The arched axle-cap D acts as a truss to the front axle. A wide bearing is formed by the T-shaped head on both sides of the stud, which prevents wobbling of the parts in turning the

front wheel, and also prevents the rattling of the parts and greatly lessens the danger of breakage.

What I claim as my invention is—

5 1. The combination, in a wagon running-gear, of the front axle, the axle-cap D, having sleeves *a* and lugs *b*, and the studs *f*, having T-shaped heads adapted to engage in the T-shaped aperture in the bolster, substantially as described.

10 2. The combination, in a wagon running-gear, of the front axle having an axle-cap secured thereto, and the stud thereon having a T-shaped head adapted to engage into a T-shaped aperture in the bolster and locked in position by a partial rotation of the parts, substantially as described.

15 3. The combination, in a wagon running-gear, of the front axle, the axle-cap D, having the sleeves *a*, clamped upon the axle, a

central bearing *c*, downwardly-projecting lugs *d*, clamped upon the axle, the studs *f*, T-shaped head *g*, and the bolster F, having the T-shaped aperture and the circular bearing, the parts being arranged to operate substantially as described.

4. The combination, in a wagon running-gear, of the hind axle having the rear body-supports provided with a sleeve I, clamped upon the axle, and the bifurcated bracket *j*, having a cap *k* and studs *d*, substantially as described.

In testimony whereof I affix my signature, in presence of two witnesses, this 11th day of October, 1889.

PETER GENDRON.

Witnesses:

M. B. O'DOHERTY,

P. M. HULBERT.