

H. DIBEL.

Running-Gear for Carriages and Wagons.

No. 161,767.

Patented April 6, 1875.

Fig. 1.

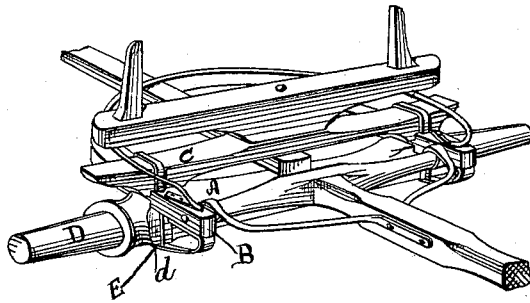


Fig. 2.

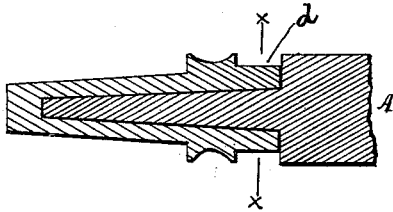
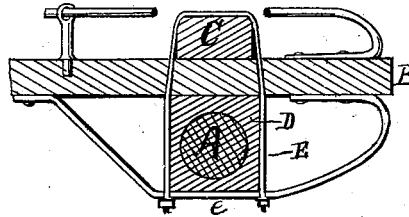


Fig. 3.



WITNESSES

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## IMPROVEMENT IN RUNNING-GEARS FOR CARRIAGES AND WAGONS.

Specification forming part of Letters Patent No. **161,767**, dated April 6, 1875; application filed February 13, 1875.

*To all whom it may concern:*

Be it known that I, HENRY DIBEL, of Ridgway, in the county of Elk and State of Pennsylvania, have invented certain new and useful Improvements in Running-Gear for Wagons; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawing and to the letters of reference marked thereon, which form a part of this specification.

Wooden axles for wagons usually have the hounds attached by bolts, which pass through both hounds and axle. This evidently weakens the axle.

My improvement is designed to avoid perforating the axle, as well as to strengthen the whole axle in other directions, as will more fully hereinafter appear; and it consists in securing the hounds, sand-board or bolster, and axle together by clips, which pass around the axle and sand-board or bolster and through the hounds.

That others may fully understand my improvement, I will more particularly describe it.

A is the wooden axle. B is the hound; C, the sand-board; D, the thimble-skein, and E the holding-clip. The thimble-skein is constructed with a square collar or neck, *d*, which extends farther up on the axle than heretofore, so as to receive and seat the hound B. The sand-board C or the bolster rests upon the hounds, and the clip E passes over the sand-board or bolster, and downward through the hounds, and is secured below the neck *d* by

the brace-strap *e*, through which the ends of the clip pass, and are secured by nuts below said brace-strap. This method of constructing the running-gear for a wagon secures the thimble-skein to the axle with great firmness and security without the use of bolts penetrating the axle. The sand-board or bolster extends across above the axle, and its two ends, as well as the hounds, are firmly bound to the necks *d d* of the thimble-skein, and the latter are therefore prevented from spreading, and are kept in place on the ends of the axle without perforating or weakening the axle.

Instead of passing the clips through the brace-straps *e*, the ends of the clip E may pass through lugs projecting from the sides of the neck *d* of the thimble-skein; or, if desirable, two clips instead of one may be employed, passing down on each side of the hounds, and thus avoid all perforations at the junction of the axle, hounds, and sand-board, or bolster.

Having thus described my invention, what I claim is—

1. The combination of the axle, hounds, sand-board, and holding-clips, the clips being placed around the sand-board and axle and through the hounds, as set forth.

2. An axle provided with a sand-board, C, hounds B, and clips E, all secured by said clips firmly to the neck *d* of the thimble-skein D, as set forth.

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Witnesses:

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