

J. L. HECHT.  
 WAGON GEAR.  
 APPLICATION FILED MAR. 21, 1910.

1,034,449.

Patented Aug. 6, 1912.

FIG. 1.

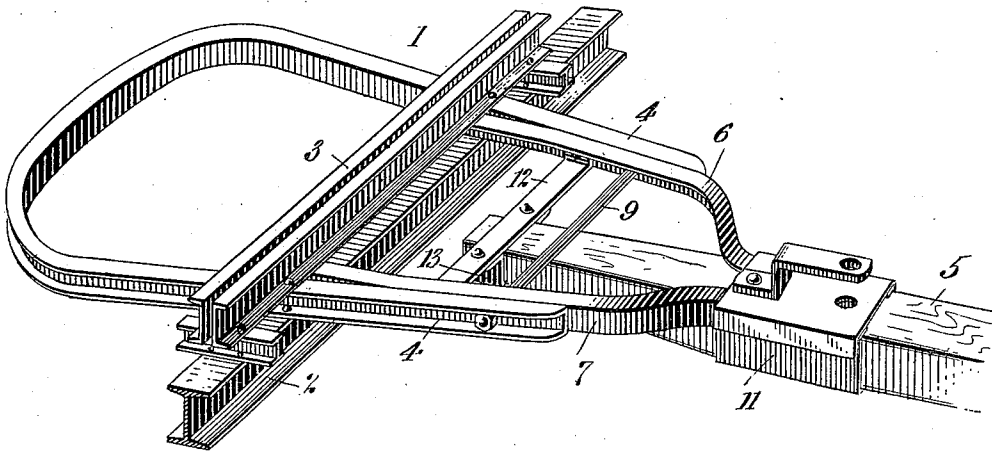


FIG. 2.

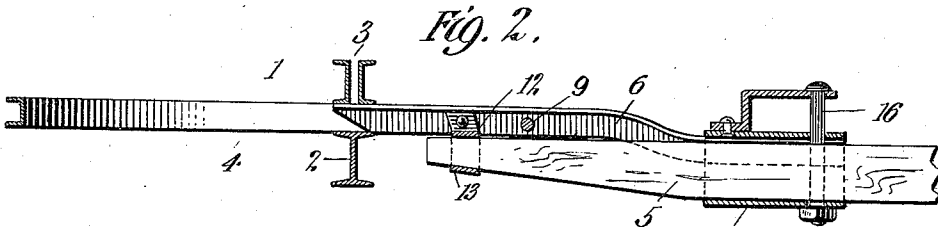


FIG. 3.

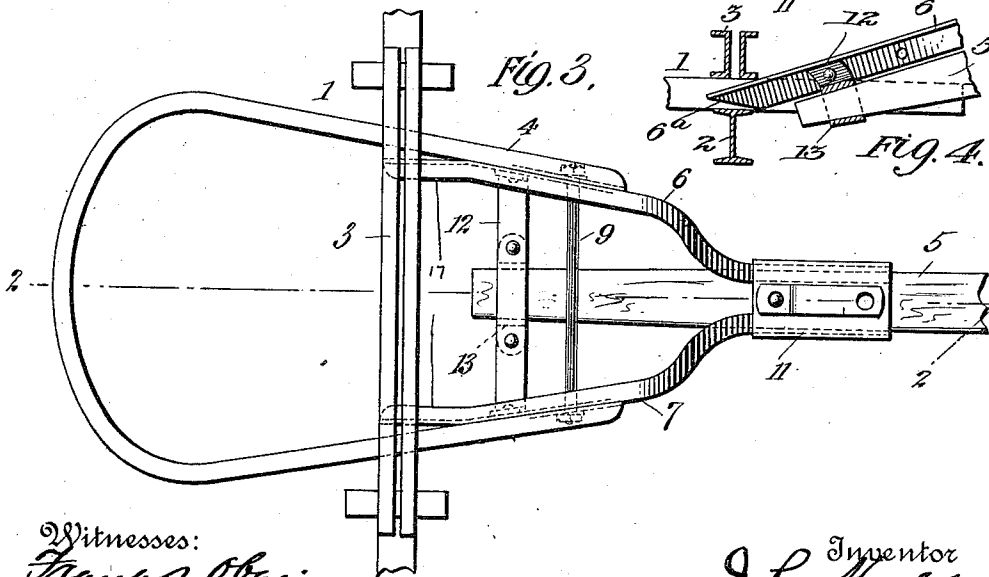
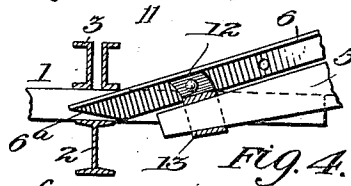


FIG. 4.



Witnesses:  
*Thomas Obair*  
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# UNITED STATES PATENT OFFICE.

JOSEPH L. HECHT, OF DAVENPORT, IOWA, ASSIGNOR, BY MESNE ASSIGNMENTS, TO  
DAVENPORT WAGON COMPANY, OF MOLINE, ILLINOIS, A CORPORATION OF ILLI-  
NOIS.

## WAGON-GEAR.

1,034,449.

Specification of Letters Patent.

Patented Aug. 6, 1912.

Application filed March 21, 1910. Serial No. 550,660.

To all whom it may concern:

Be it known that I, JOSEPH L. HECHT, a citizen of the United States, residing at Davenport, in the county of Scott and State of Iowa, have invented certain new and useful Improvements in Wagon-Gears, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to wagon constructions, and has reference more particularly to the form and construction of the tongue hounds and their relation to the wagon gear, the object of the invention being to adapt the tongue to be supported in a horizontal or substantially horizontal position when in use, and at the same time to permit the tongue hounds and tongue to be readily detached, for the purpose of economizing space when the wagon is placed in the barn or shed.

With this end in view, the invention consists in so forming the tongue hounds that when connected to the gear hounds, the former will extend between overlying and underlying parts of the wagon frame or gear, and the tongue will thereby be held against motion up or down, or, in other words, will be maintained stiffly in a horizontal position, the connection of the tongue hounds with the gear hounds being such as to permit of the ready detachment of the tongue and hounds in a forward direction from between the parts of the frame with which they engage.

In the accompanying drawings:—Figure 1 is a perspective view of the front part of a wagon gear, showing my invention embodied therein. Fig. 2 is a longitudinal sectional elevation on the line 2—2 of Fig. 3. Fig. 3 is a top plan view of the parts shown in Fig. 1. Fig. 4 is a side elevation partly in section showing how the tongue hounds are removed in a forward direction from between the axle and bolster.

Referring to the drawings:—1 represents the front gear of a wagon, consisting of the front axle 2, the overlying bolster 3, and the intermediate gear hounds 4, which are extended in a fore and aft direction converging toward their forward ends and are firmly fixed between the axle and bolster, whereby the parts are maintained in relatively fixed positions, and the bolster spaced from the axle. 5 represents the tongue, having con-

nected with its rear end, tongue hounds 6 and 7, which extend and diverge rearwardly at the inner sides of the gear hounds, and have their rear ends extending parallel to each other as at 17, their under sides being beveled off as shown at 6<sup>a</sup>, and projected in the space between the axle and overlying bolster, the tongue hounds and gear hounds being detachably connected together in any suitable manner, preferably by means of a horizontal connecting bolt 9, extended through said parts and adapted to be removed transversely endwise. By the extension of the rear extremities of the tongue hounds between the axle and bolster, the hounds are held by these parts of the wagon frame, against vertical motion, and thereby maintained in a horizontal position, with the result that the tongue will be likewise held, thus producing what is known in the art as a "stiff tongue" construction. Further, it will be seen that the tongue hounds may be readily removed from the wagon gear when it is desired to economize space, as when the wagon is stored in a barn or shed, which removal is effected by first pulling out the transverse connecting bolt, and then tilting the tongue hounds upwardly as shown in Fig. 4, so as to disengage the said hounds from the gear hounds, the beveled ends of the gear hounds permitting this tilting movement, whereupon the tongue hounds may be drawn forwardly from between the axle and bolster. In attaching the tongue, the foregoing operation is reversed, and the connecting bolt thereupon applied to connect the tongue hounds with the gear hounds.

By arranging the rear extremities of the tongue hounds parallel to each other, as indicated at 17, they will be prevented at this point from binding against the inner sides of the gear hounds when the tongue hounds are removed in an upward and forward direction from between the axle and bolster, and this notwithstanding the converging character of the gear hounds.

The tongue may be connected with the tongue hounds in any suitable manner, and either permanently or in such manner that the tongue itself may be readily detached from the tongue hounds. I prefer to adopt this latter construction, and for this purpose there is applied to the forward ends of the tongue hounds, a U-shaped plate 11

forming a horizontal socket to receive the tongue; and in rear of this socket, the tongue hounds are connected transversely by a horizontal plate 12, to the underside of which is applied a U-shaped strap 13 forming a second socket to receive the rear extremity of the tongue. The tongue is inserted in place by passing its rear end through the forward socket and seating its rear extremity in the rear socket, the tongue being held in position preferably by the doubletree bolt 16.

In the accompanying drawings I have shown my invention in the form which I prefer to adopt, and which has been found in practice to answer to an admirable degree the results to be attained. It will be understood, however, that the invention is not to be limited to any particular details except in so far as such limitations are specified in the claims.

Having thus described my invention, what I claim is:—

1. In combination with a wagon gear provided with the usual gear hounds and with an axle and an overlying bolster disposed so as to leave a space between them, tongue hounds having their rear ends extending removably in the space between the axle and bolster and held by said parts against movement up and down, said tongue hounds being adapted to be removed from between the axle and bolster by a forward movement, and a detachable device engaging and connecting together the tongue hounds and the gear hounds, and acting to support the tongue hounds in advance of the support afforded by the axle and bolster.

2. In combination with a wagon gear provided with gear hounds converging toward their forward ends, and provided also

with an axle and overlying bolster disposed to leave a space between them, tongue hounds arranged along the inner sides of the gear hounds and diverging toward their rear ends, and extending at their rear ends removably in the space between the axle and bolster and held by said parts against movement up and down, the under side of the tongue hounds at their rear ends being beveled upwardly to permit the hounds to be tipped upwardly in their removal, and a detachable device connecting and engaging the gear and tongue hounds and acting to support the latter in advance of the support afforded by the axle and bolster.

3. In combination with a wagon gear provided with gear hounds converging toward their forward ends, and provided also with an axle and an overlying bolster disposed to leave a space between them, tongue hounds diverging for a portion of their length toward their rear ends and then extending parallel to each other at their rear extremities, and having their under sides at their ends beveled upwardly and projecting into the space between the axle and bolster and held by said parts against movement up and down, the said tongue hounds being removable in a forward and upward direction from between the axle and bolster, and a detachable device engaging and connecting the gear hounds and tongue hounds together and acting to support the latter in advance of the support afforded by the axle and bolster.

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

JOSEPH L. HECHT.

Witnesses:

MAY L. RICHARDSON,  
EDGAR TRUE.