

(No Model.)

A. S. HAND.
VEHICLE RUNNING GEAR.

No. 553,489.

Patented Jan. 21, 1896.

Fig. 1.

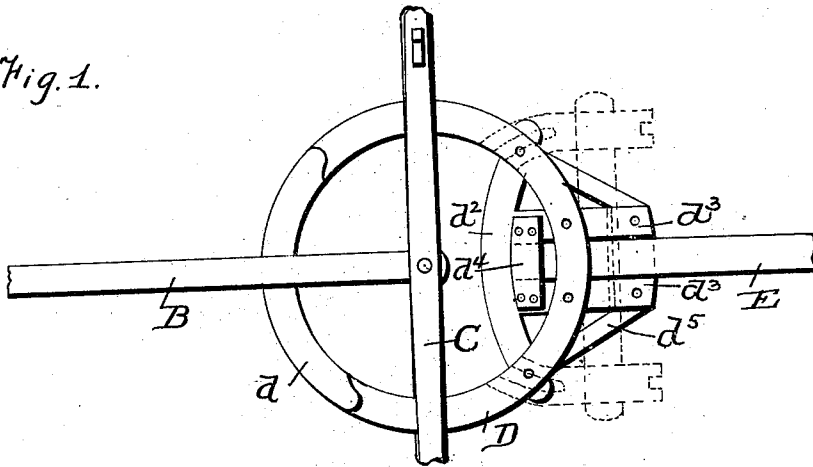


Fig. 2.

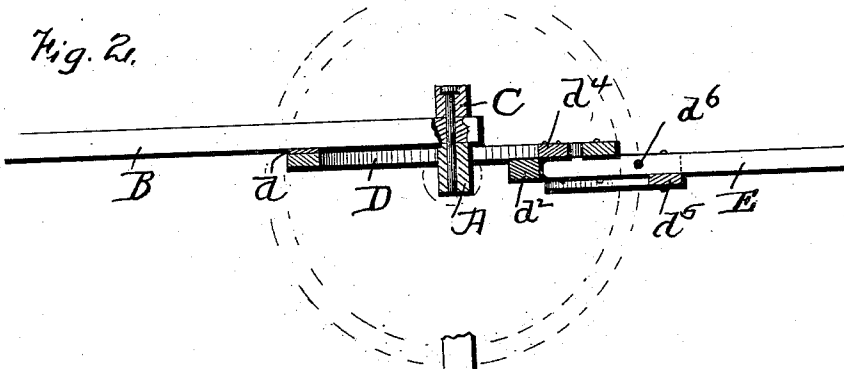
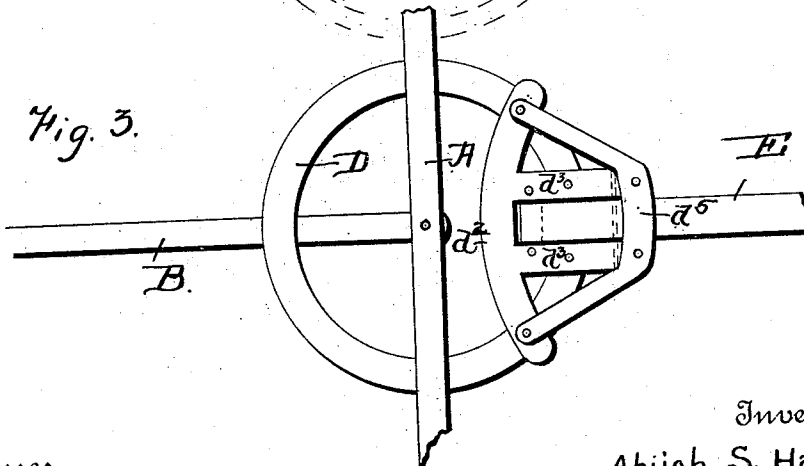


Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

ABIJAH S. HAND, OF SEELEY, NEW JERSEY.

VEHICLE RUNNING-GEAR.

SPECIFICATION forming part of Letters Patent No. 553,489, dated January 21, 1896.

Application filed January 14, 1895. Serial No. 534,865. (No model.)

To all whom it may concern:

Be it known that I, ABIJAH S. HAND, a citizen of the United States, residing at Seeley, in the county of Cumberland and State of New Jersey, have invented certain new and useful Improvements in Running-Gear for Vehicles, of which the following is a specification.

My invention relates to an improvement in running-gear for vehicles, and relates particularly to an improved construction of hounds and pole and that part of the running-gear having connection with the front axle used in the vehicles known as "open farm," "plantation," and "bolster" wagons.

The objects of my invention are to provide a running-gear in which a minimum amount of space is required for the hounds and running-gear of the front axle; furthermore, to provide a pole capable of an upward movement at its front end, but which is prevented from passing below a predetermined point; and its further objects are to provide a running-gear which will be simple in operation, durable in construction, and which can be manufactured at a minimum cost.

To these ends my invention consists in the improved construction and combination of parts, as hereinafter described, and particularly pointed out in the claim.

In the accompanying drawings, in which similar letters of reference designate similar parts in all of the views, Figure 1 is a top plan view of a portion of the running-gear, showing my improved construction. Fig. 2 is a vertical longitudinal sectional view of the same, and Fig. 3 is a bottom plan view.

In the drawings, A designates the front axle of a running-gear, to which are attached the wheels.

B designates the reach, and C the bolster.

The axle, reach, and bolster may be of any construction, they forming no particular part of my invention; but they are preferably of the construction shown, which is that of the class of wagons to which this invention particularly relates.

D designates a hound, preferably of circular form, to which is attached the axle A. To the rear upper face of the hound is attached a wear-plate d , upon which the reach is adapted to ride. Attached to the front

lower face of the hound D is an arc-shaped brace d^2 having two arms d^3 extending forward, between which the tongue or pole E is pivoted. A plate d^4 is secured to the upper face of the arms d^3 , for a purpose to be described. Secured to the lower face of the brace d^2 is a support d^5 , which serves to support the tongue E and also to brace the arc-shaped brace d^2 and the arms d^3 . The tongue is pivoted to the arms d^3 at a point just in rear of the support d^5 , as shown at d^6 in Fig. 2.

It is well known that when a vehicle, and especially a plantation wagon, having a pole rigidly secured to the running-gear, is jolted and tilted in crossing over and through ruts, gutters, &c., the front end of the pole is caused to be suddenly forced upward or downward and often sidewise, by which the end of the pole or tongue strikes against either the head or forelegs of the draft-animals, sometimes cutting a gash in them. By the use of the above-described device this motion is almost or entirely eliminated, inasmuch as when the front truck has its front end lowered the end of the tongue will remain at the same height as before, owing to the tongue being pivoted, there being no stop to prevent the tongue from passing upward. The tongue is prevented from being lowered by the plate d^4 and the support d^5 . The tongue can, by this construction, be raised to a vertical position and thereby placed out of the way when the wagon is to be stored.

In the construction of the hounds and the pole or tongue securing means but few parts are used, and each part is braced to effectually withstand undue strain, the whole being compact in form and durable.

In Fig. 1 the preferred form of interchangeable hounds for single driving is shown by dotted lines.

Having thus described my invention, what I claim as new is—

In a vehicle of the class described, the combination with the reach, the bolster and king bolt, of a fifth wheel fixed to turn with the axle and independent of the reach and having a wear plate for the latter to rest upon, an arc shaped brace having its ends secured to the forward portion of the fifth wheel, and provided with forwardly projecting arms d^3 formed integral therewith, a stop plate d^4 se-

cured to the rear upper faces of the arms, a U shaped support d^5 having its ends secured to the lower face of the brace adjacent the ends thereof and having its central portion secured to the outer ends of the lower faces of the arms, and a tongue pivoted to the arms intermediate the stop plate and support, the inner end of the tongue being above the sup-

port and below the stop plate, substantially as described. 10

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

ABIJAH S. HAND.

Witnesses:

GEO. HAMPTON,

ALFRED C. DAWSON.