

No. 672,273.

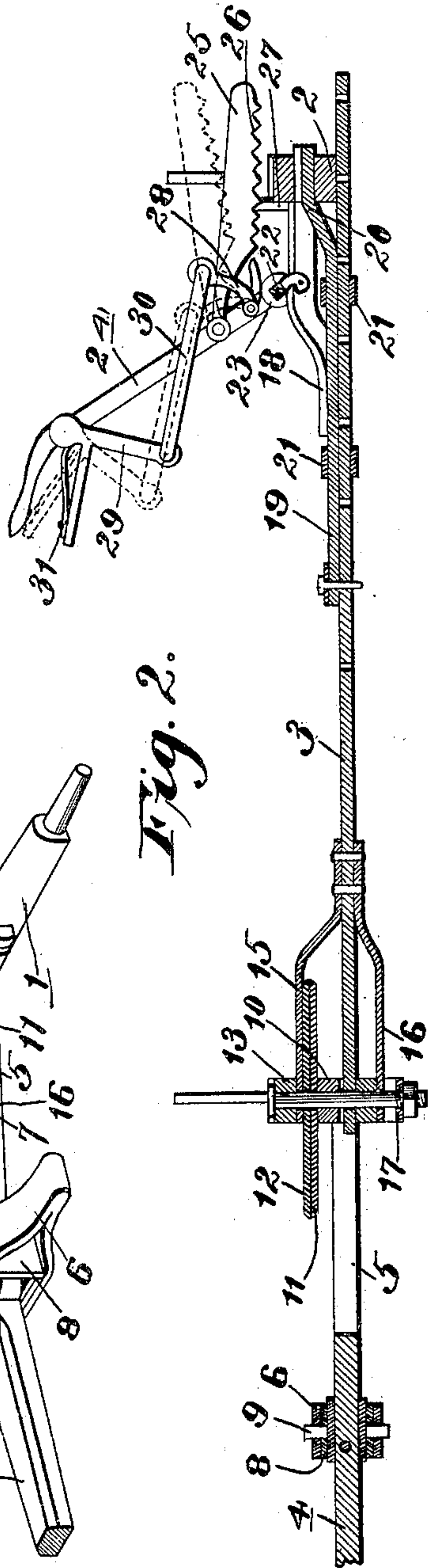
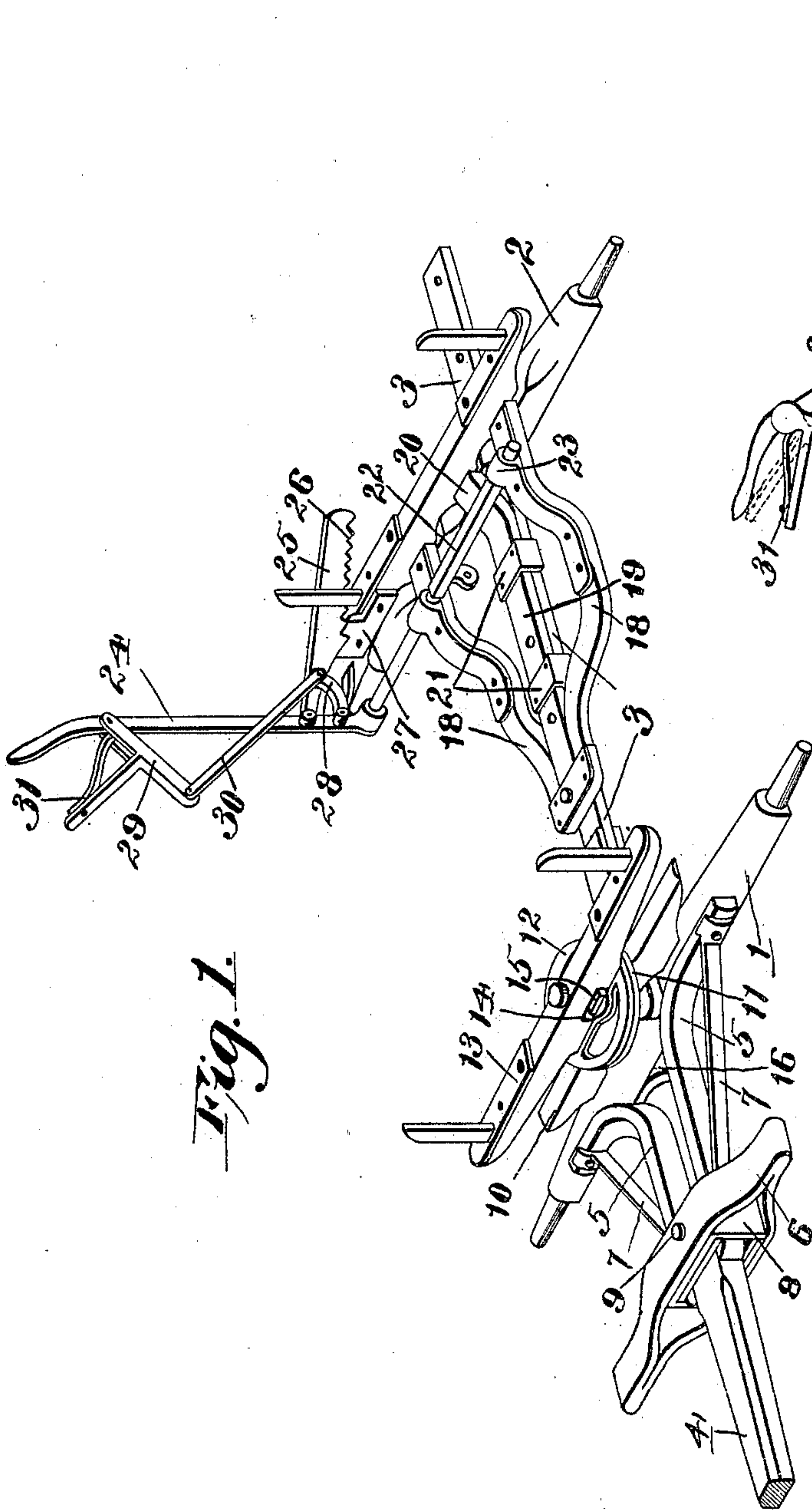
Patented Apr. 16, 1901.

J. T. HOVIS.  
LUMBER WAGON.

(Application filed Aug. 25, 1900.)

(No Model.)

2 Sheets—Sheet 1.



Witnesses  
G. H. Walmsley,  
Clarence Shaw

Inventor  
J. T. Hovis  
by *Murphy*  
Attorneys

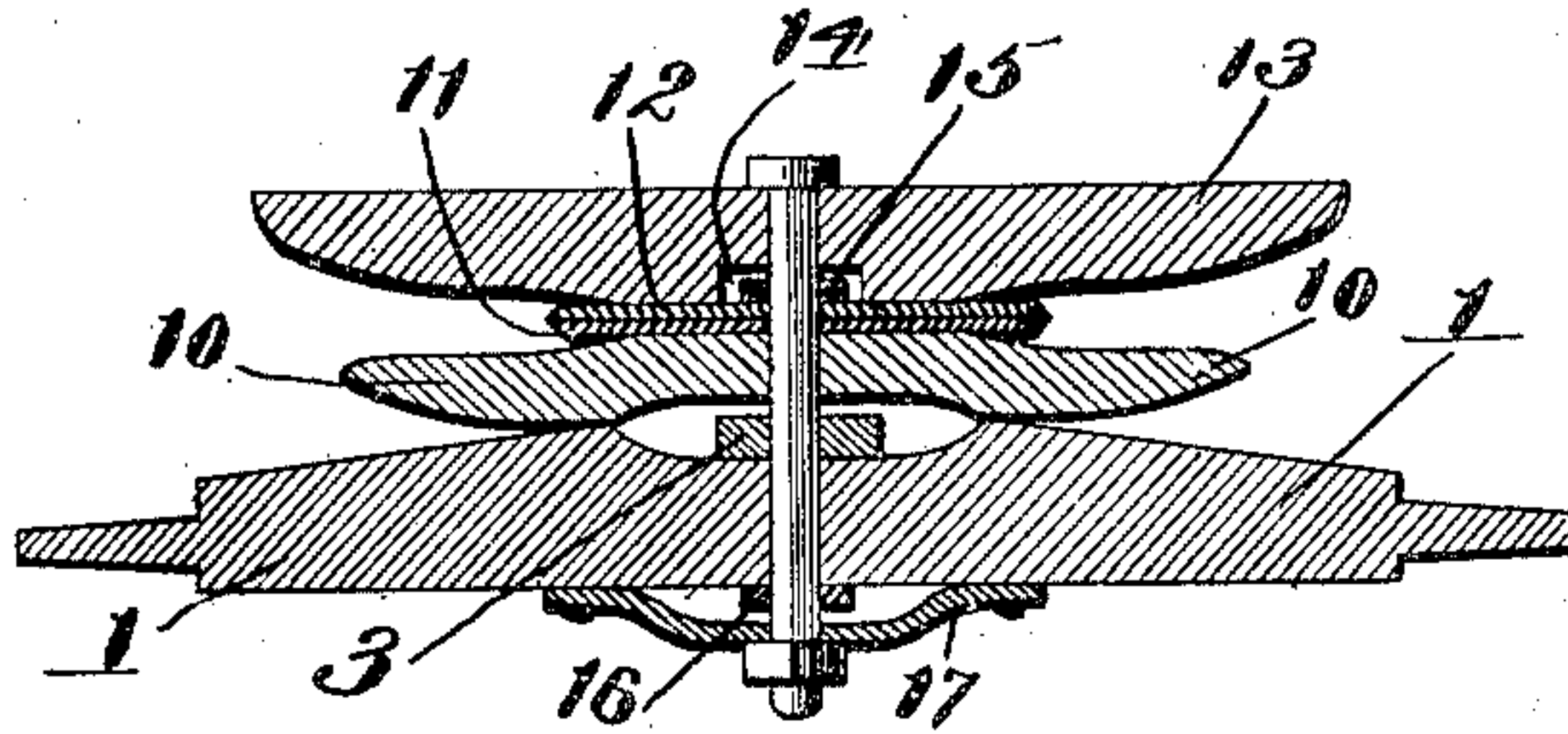
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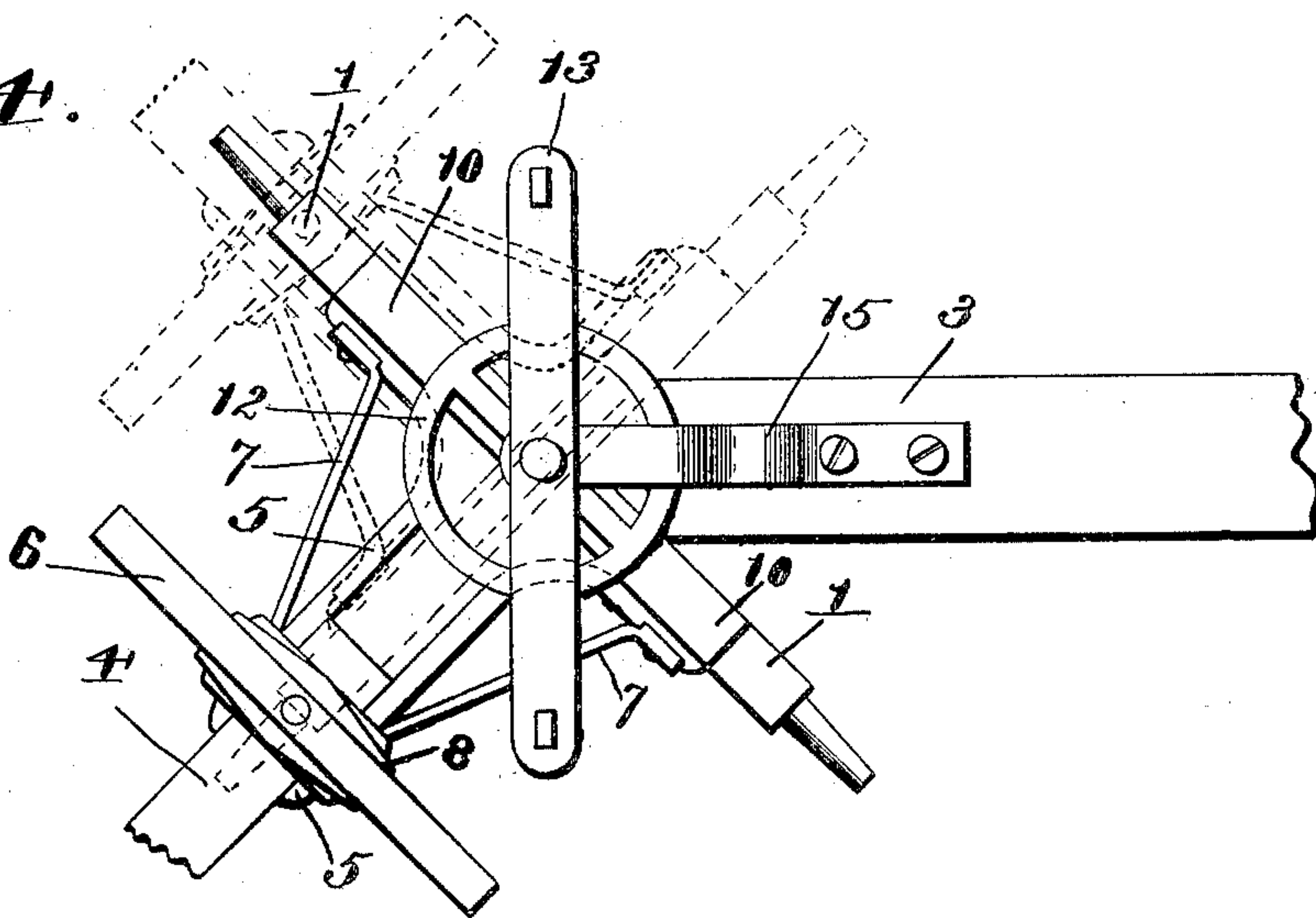
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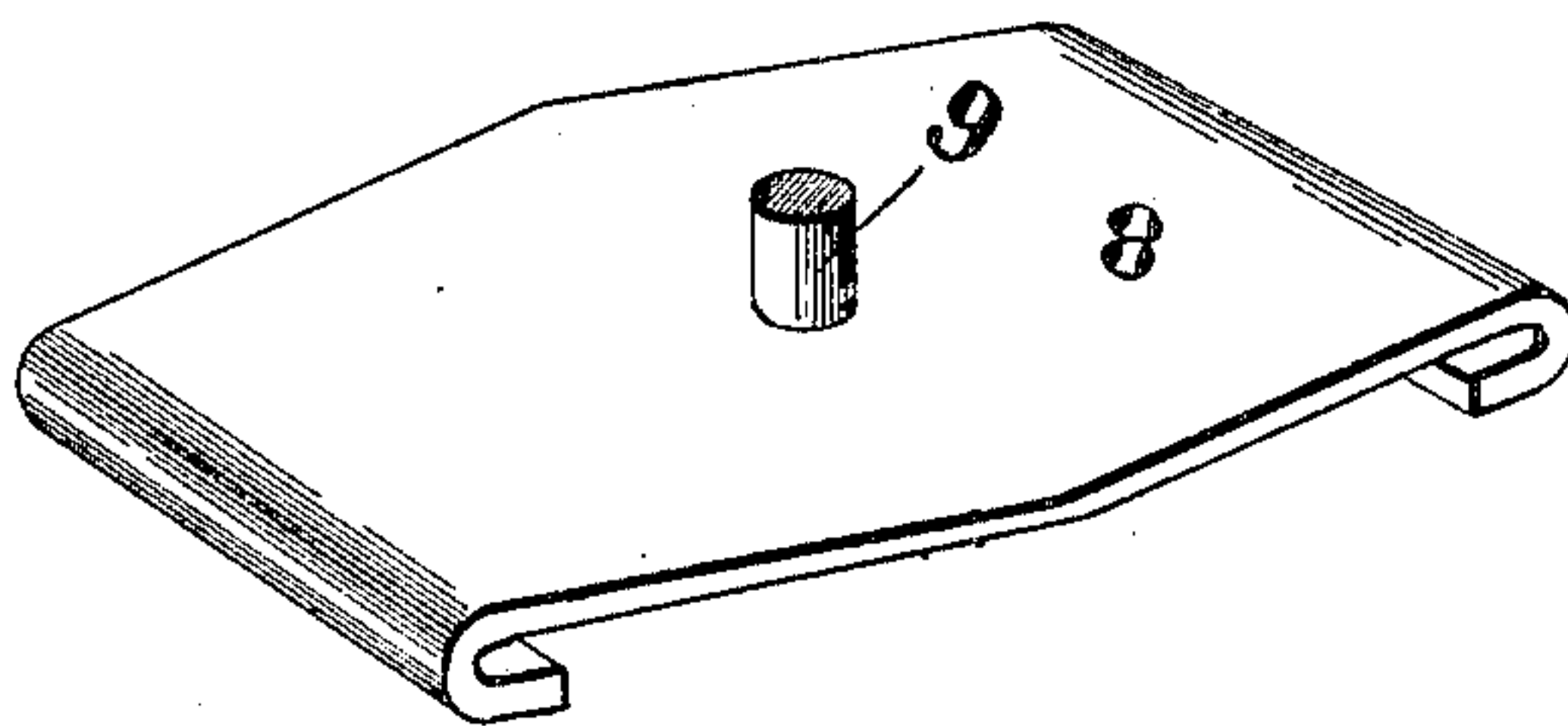
*Fig. 3.*



*Fig. 4.*



*Fig. 5.*



Witnesses  
*G. H. Walmsley,*  
*Clarence Shaw*

Inventor  
*J. T. Hovis*  
by *O. Murdock*  
Attorneys



# UNITED STATES PATENT OFFICE.

JOHN THEODORE HOVIS, OF CLINTONVILLE, PENNSYLVANIA.

## LUMBER-WAGON.

SPECIFICATION forming part of Letters Patent No. 672,273, dated April 16, 1901.

Application filed August 25, 1900. Serial No. 28,062. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN THEODORE HOVIS, a citizen of the United States, residing at Clintonville, in the county of Venango and State of Pennsylvania, have invented a new and useful Lumber-Wagon, of which the following is a specification.

My invention relates to vehicles, and has for one object to provide the front axle of a wagon running-gear with improved hounds for the tongue and an improved doubletree thereon, to provide the sand-board and bolster each with a fifth-wheel or circle, and to provide the pole or reach with stays on top and bottom, which are engaged by the king-bolt that passes down through the bolster and axle to secure the parts together.

Another object is to drop or lower the hounds of the rear axle and the portion of the coupling connected therewith, so that the coupling will be on a level with the bottom of the rear axle, whereby the rear end of the pole can pass under the axle and permit of the wagon being coupled longer or shorter.

With these objects in view my invention consists in the improved construction and novel arrangement of parts of a wagon running-gear, as will be hereinafter more particularly set forth.

In the accompanying drawings, in which the same reference-numerals indicate corresponding parts in each of the views in which they occur, Figure 1 is a perspective view of my improved running-gear. Fig. 2 is a longitudinal sectional view of the same. Fig. 3 is a longitudinal sectional view of the front axle and bolster. Fig. 4 is a top plan view of the front axle, showing the parts in two positions. Fig. 5 is a perspective view of the rectangular band of iron which holds the doubletree in position.

Referring more particularly to the drawings, 1 and 2 indicate the front and rear axles, and 3 the pole or reach by means of which they are connected. A tongue 4 is secured to the front axle by means of hounds 5 and provided with a doubletree 6. Each of the hounds is curved near its rear end to one-quarter of a circle, whereby the rear end can be secured flat against the axle and the forward ends of the two hounds will extend for-

ward parallel with each other and upon opposite sides of the tongue. A brace-rod 7 is secured at each end to the ends of the hounds and spans the curved portion of the hound like a string to a bow. The doubletree for the wagon is substantially in the shape of an elliptical spring, the members of which are above and below the ends of the hounds, respectively, and are secured in position preferably by means of a rectangular band of iron 8, provided with pivot-pins 9, upon which the doubletree may oscillate in the usual manner, or the doubletree may be secured to a plate which is pivotally mounted on top of another plate, with its ends bent underneath thereof to prevent the separation of the two plates.

The sand-board 10 of the axle is provided with a circle 11, which forms part of a fifth-wheel, the other circle 12 being secured to the under side of the bolster 13. The central portion of the bolster upon its under side is recessed, as shown at 14, for the reception of the forward end of a stay or brace 15, the rear end of said brace being secured to the pole 3. Another brace 16 is secured to the under side of the pole, preferably directly under the end of brace 15, and has its forward end perforated for the king-bolt and located between a strap 17 and the under side of the axle.

The hounds 18 of the rear axle or drop are bent downward toward their forward ends, and a short coupling 19 is secured to the central portion of the axle and has a downward bend 20 adjacent thereto, which throws the main portion substantially on a line with the forward ends of the hounds and on a level with the bottom of the axle. Bands 21 are placed around the short coupling, through which passes the rear end of the pole 3. The coupling is secured to the pole in the usual manner for permitting the rear axle to be moved toward or from the front axle to accommodate the length of the load to be hauled.

A brake-shaft 22 is secured to the rear hounds, preferably by means of straps or iron bands 23, and is provided with the usual means for applying the brake, which, however, is not shown. A handle or lever 24 is secured to one end of the shaft for rotating it in applying the brake. A pawl 25 is piv-



otally secured to the handle and has the under edge of its free end provided with teeth 26, which are adapted to engage with a plate 27 or other means upon the rear bolster for  
5 locking the lever in any desired position to hold the brakes set or applied to the wheel.

Two substantially L-shaped levers 28 and 29 are pivotally secured to the handle 24, so as to extend in opposite directions therefrom,  
10 and two of the arms of said levers are connected by a link 30. The remaining arm of the lever 28 extends under the pawl 25 for the purpose of raising it and of disengaging its teeth from the plate 27, and the remain-  
15 ing arm of the lever 29 extends upwardly adjacent to the free end of the handle 24 to permit of the manipulation of the levers for releasing the pawl. A spring 31 is arranged between said arm of the lever 29 and the end  
20 of the handle to normally hold the operating-arm of the lever 28 out of contact with the pawl 25.

By constructing the running-gear of a wagon as above described it will be very strong  
25 and durable and can be readily adapted for hauling lumber, in which it is frequently necessary to adjust the running-gears for the different lengths of material to be hauled. A bed of any ordinary construction (not shown)  
30 can also be used by properly adjusting the coupling. The form of the hounds for the tongue secures great strength with light weight and neatness of parts, and the construction of the fifth-wheel avoids the neces-  
35 sity of extending the hounds to the rear of the axle.

The form and location of the brake mechanism permit of the brake being applied independently of whether there be a bed or box  
40 upon the running-gears or not. The straps upon the hounds, by means of which the brake-shaft is journaled, add strength thereto and firmly hold the shaft in position to apply the brakes and to cause the pawl to stand in a

position to engage with the plate on the rear 45 bolster.

Although I have shown what I consider the most desirable means for embodying my invention, yet I reserve the right to make such changes and alterations therein as will come 50 within the scope of my invention.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a vehicle running-gear, the combination with the tongue and hounds, of a band 55 around the same provided with pivot-points, and a substantially elliptical doubletree pivotally secured to said band above and below the tongue. 60

2. In a vehicle running-gear, the combination, with the front axle of the tongue-hounds secured thereto, the forward ends of the hounds being substantially parallel with each other and located upon opposite sides of the 65 tongue, the rear end of each hound being curved outward at one-quarter of a circle and secured to the front of the axle, and a brace secured at its ends to the ends of the hounds and spanning the curved portion thereof, sub- 70 stantially as described.

3. In a vehicle running-gear, the combination, with the rear axle, of downwardly-bent forwardly-extending hounds and a downwardly-bent forwardly-extending coupling, 75 the forward end of the coupling being substantially even with the forward ends of the hounds and the main portion being even with the bottom of the axle, and a pole secured to the front axle and extending under said coupling, and means for adjustably securing the 80 coupling to the pole, substantially as described.

JOHN THEODORE HOVIS.

Witnesses:

R. M. HOVIS,  
G. W. SLOAN.