

C. M. HAESKE.  
 RUNNING GEAR FOR WAGONS.  
 APPLICATION FILED APR. 29, 1907.

943,742.

Patented Dec. 21, 1909.

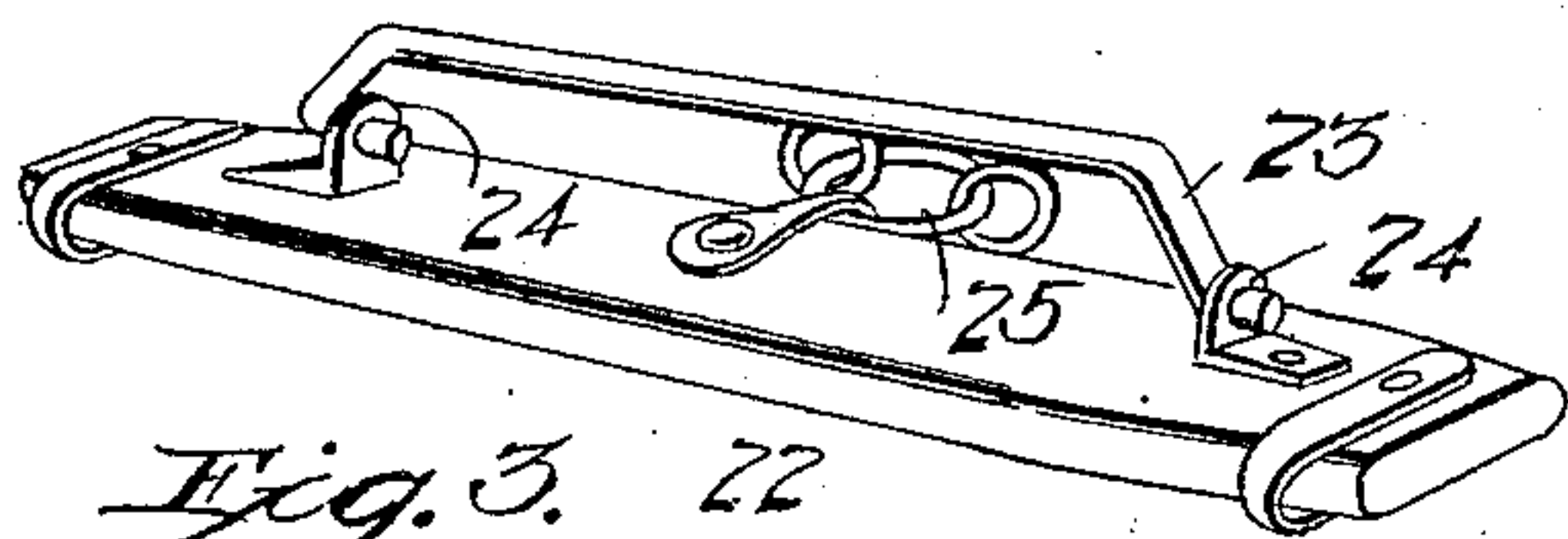


Fig. 3. 22

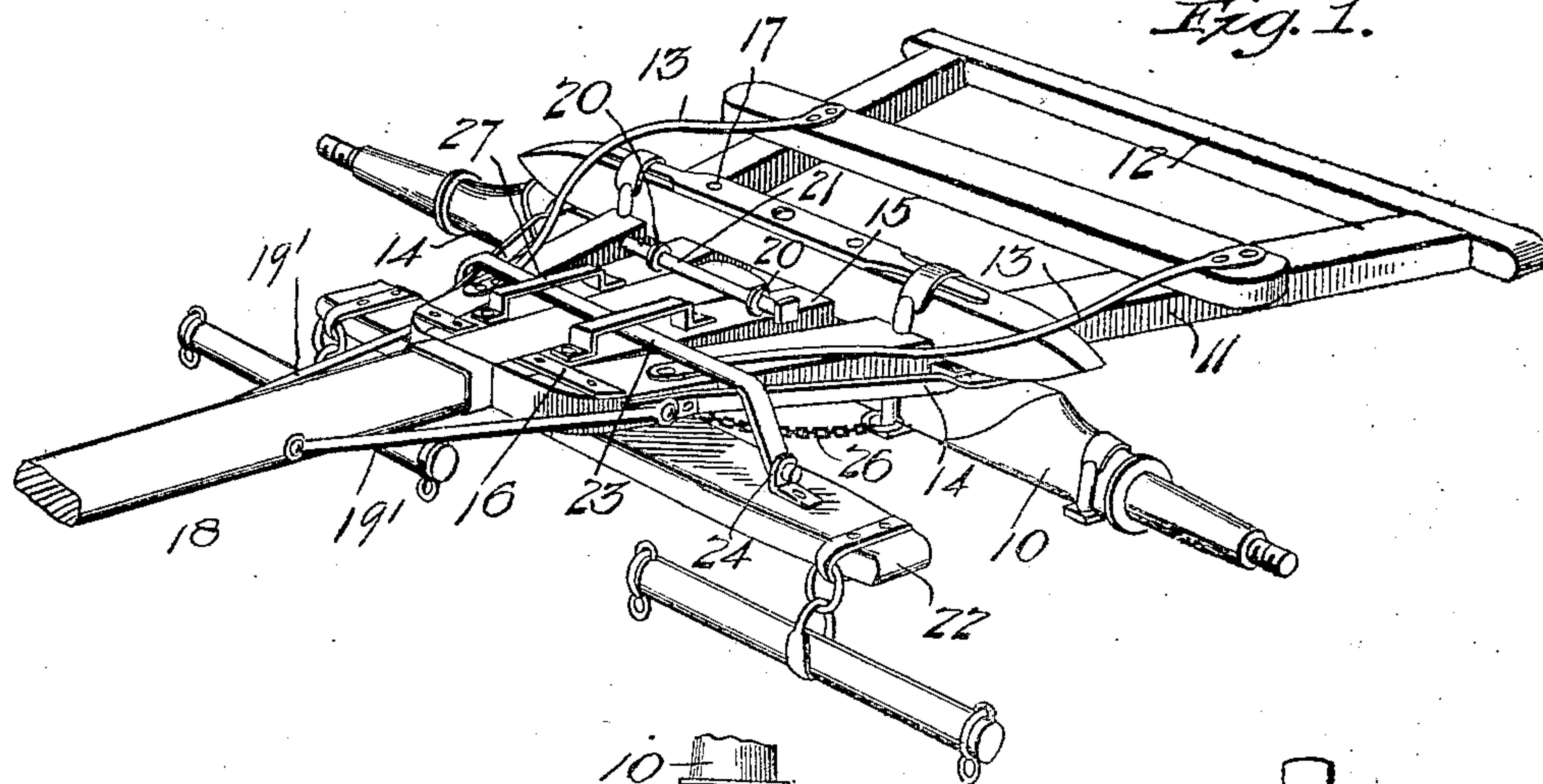


Fig. 1.

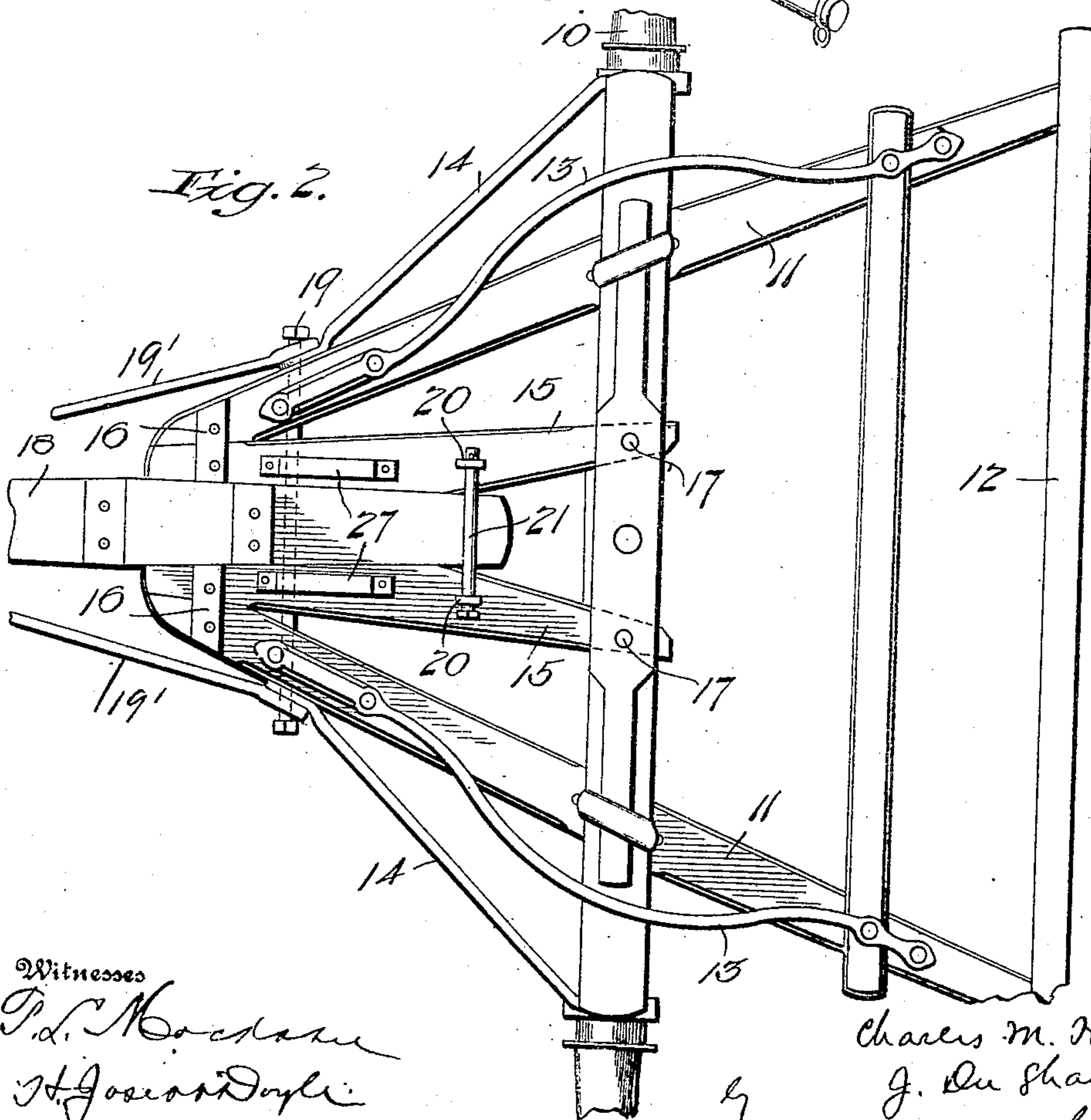


Fig. 2.

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# UNITED STATES PATENT OFFICE.

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## RUNNING-GEAR FOR WAGONS.

943,742.

Specification of Letters Patent.

Patented Dec. 21, 1909.

Application filed April 29, 1907. Serial No. 370,847.

*To all whom it may concern:*

Be it known that I, CHARLES M. HAESKE, a citizen of the United States, residing at South Bend, in the county of St. Joseph and State of Indiana, have invented certain new and useful Improvements in Running-Gear for Wagons, of which the following is a specification.

This invention relates to certain new and useful improvements in running gear for wagons.

The invention has for its object the production of an improvement in the hound structure of wagons, whereby the latter is greatly strengthened.

A further object is to provide simple and efficient means for connecting the pole to the hounds, whereby the said pole may be free to have a pivotal movement or the same may be made rigid as desired.

A further object is to so simplify the hound structure that the same may be made of narrow material yet constructed to receive a straight pole without employing a harp.

A further object is to provide the hounds with improved means to support a double tree.

The invention will be hereinafter fully set forth and particularly pointed out in the claims.

In the accompanying drawing:—Figure 1 is a perspective view of the front portion of the running gear of a wagon illustrating my invention. Fig. 2 is a top plan view thereof, the double tree being removed. Fig. 3 is a detail view of the double tree.

Referring to the drawing, 10 designates the front axle of a wagon, and secured thereto are the usual hounds 11. These hounds are preferably formed of relatively narrow material crossing the axle near the ends thereof, and are provided with the usual rub bar 12. Suitable braces 13 extend from the upper faces of the hounds and pass above the axle 10 and additional braces 14 extend from the sides of the hounds to the top of the axle. By this construction the hounds and axle are rigidly connected.

In order to avoid providing the pole or tongue with a harp to fit between the hounds, or to avoid the necessity of widening the hounds to receive a straight tongue, I provide supplemental hounds 15. Said supplemental hounds comprise spaced apart parallel strips arranged between the forward

contiguous ends of the hounds 11, the forward ends of said strips being secured by plates 16 to said hounds, the rear ends of the strips being secured to the axle at 17. In this manner the supplemental hounds 15 are secured between the hounds 11, thus greatly strengthening the hounds structure and rendering the same capable of a maximum resistance to the side strains. The pole 18 is of the same width throughout its length, and fits between the parallel inner faces of the supplemental hounds, being secured in position by means of a suitable bolt 19. 19' are forwardly extending braces, the rear ends of which overlap the forward ends of the braces 14, a bolt 19 which passes through the hounds, the supplemental hounds and the pole passes also through said overlapped ends and serves to secure such ends in position.

If it is desired to have what is known as a stiff tongue, eyes 20 are secured to the hounds, and a bolt 21 passed through said eyes and extended over the rear end of the tongue.

The double tree 22 is suspended by a yoke bar 23 passed over the hounds and having its ends secured to suitable eyes 24 attached to the double tree. To the rear edge of the double tree at the center thereof is secured a ring 25 which is connected directly to the axle 10, by chains 26. Displacement of the double tree is prevented by means of keepers 27 secured to the hounds and fitting over the yoke bar 23. Said yoke bar is preferably shaped as shown and the ends thereof where passed through the eyes 24, are rounded to permit the double tree to have a rocking movement. By this arrangement the double tree is free to move sidewise, and back and forth, and the pole or tongue can be removed without interfering therewith.

The advantages of my improved wagon gear will be apparent to those skilled in the art to which it appertains. It will be particularly noted that by means of the double hounds arranged one within the other the parts can be made of straight timber and of narrow width, bracing and strengthening each other against the axle, thus giving a rigid control over the axle; the tongue hounds are near the ends of the axle and are braced by the shorter hounds; the necessity for a harp on the pole is avoided; a straight pole may be used; and a maximum resistance to the side strains is provided. It will



be further observed that I have provided simple means for transforming a pivoted tongue to a rigid one. It will also be perceived that my improved double tree connection permits the play necessary in such structures; the draft on the double tree is transmitted directly to the axle; and the tongue may be removed without interfering with the double tree.

10 I claim as my invention:—

1. The combination with the hounds and axle of a wagon, of supplemental hounds comprising spaced strips arranged between the forward contiguous ends of the hounds and secured thereto with the rear ends secured to the axle, a pole fitted between the parallel inner faces of the supplemental hounds, means passed transversely through the hounds and the supplemental hounds, and through the pole, forwardly and rearwardly extending braces having overlapped ends secured by said bolt, a bolt extended over the rear end of the tongue and having its ends secured to the supplemental hounds, a doubletree, a yoke bar having its ends rotatably mounted upon the doubletree, whereby the latter may have a rocking movement, said yoke bar extending over the hounds and the supplemental hounds, and keepers on the supplemental hounds beneath which said yoke bar is free to slide lengthwise of the tongue.

2. The combination with the hounds and

axle of a wagon, of supplemental hounds comprising spaced strips arranged between the forward contiguous ends of the hounds and secured thereto with the rear ends secured to the axle, a pole fitted between the parallel inner faces of the supplemental hounds, means passed transversely through the hounds and the supplemental hounds, a bolt extended over the rear end of the tongue and having its ends secured to the supplemental hounds, a doubletree, a yoke bar having its ends rotatably mounted upon the doubletree, whereby the latter may have a rocking movement, said yoke bar extending over the hounds and the supplemental hounds, keepers on the supplemental hounds beneath which said yoke bar is free to slide lengthwise of the tongue, braces extending from the upper faces of the hounds and extended above the axle, braces extending from the sides of the hounds and connected to the top of the axle and forwardly extending braces, the rear ends of which overlap the forward ends of the last-named braces, the transversely extended means passing also through the pole and through said overlapped end.

In testimony whereof I affix my signature, in presence of two witnesses.

CHARLES M. HAESKE.

Witnesses:

S. E. BABCOCK,  
E. R. TURNER.