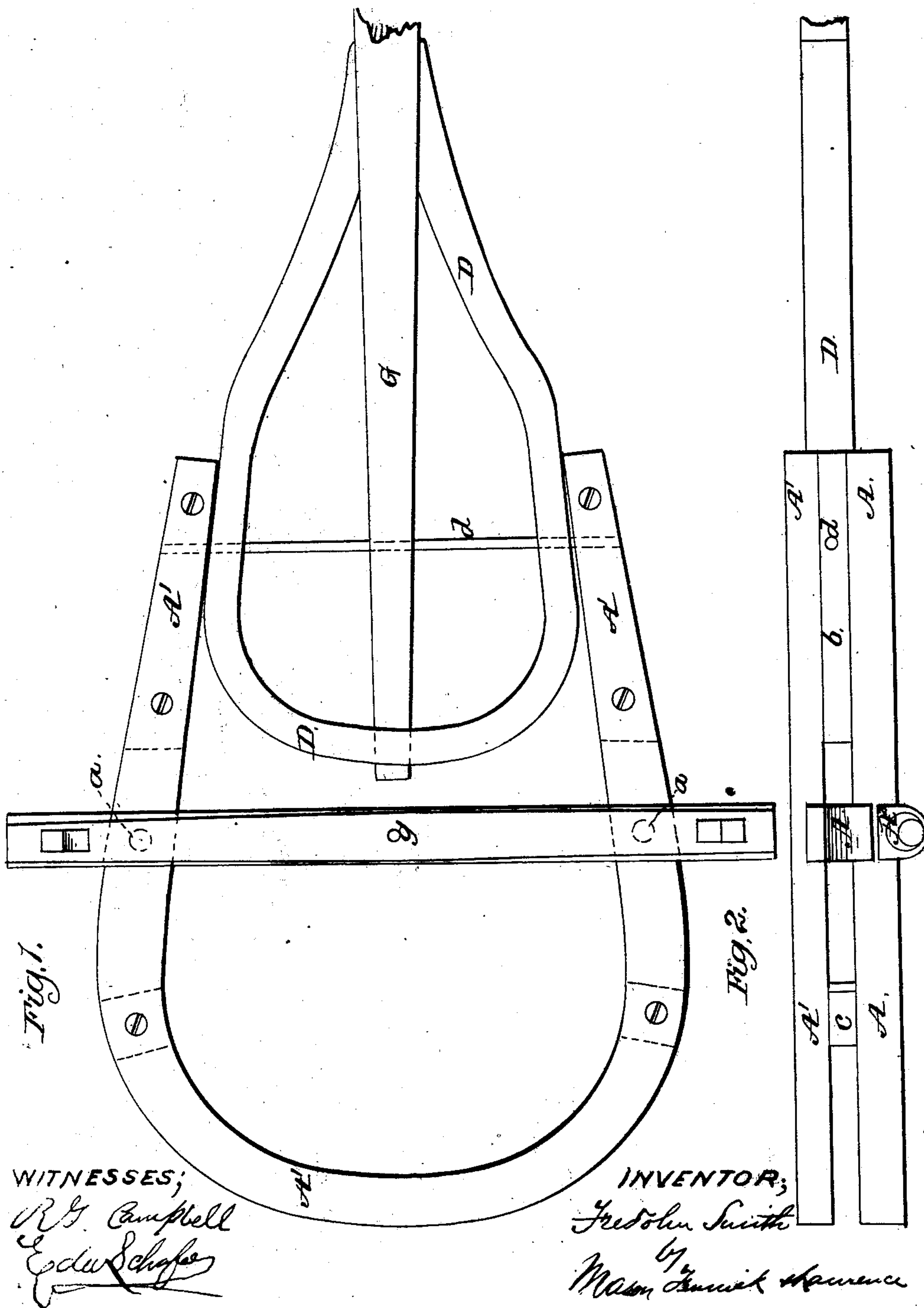


F. SMITH.

Hound and Pole-Brace.

No. 69,716.

Patented Oct 8, 1867.



# UNITED STATES PATENT OFFICE.

FRIDOLIN SMITH, OF TIFFIN, OHIO.

## IMPROVEMENT IN WAGON-HOUND AND POLE-BRACE.

Specification forming part of Letters Patent No. 69,716, dated October 8, 1867.

*To all whom it may concern:*

Be it known that I, FRIDOLIN SMITH, of Tiffin, in the county of Seneca and State of Ohio, have invented an Improvement in the Construction of Wagon-Hounds and Tongue-Brace; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a top view of the hounds and tongue-brace. Fig. 2 is a side view of the same.

Similar letters of reference indicate corresponding parts in both figures.

This invention relates to certain novel improvements in constructing the hounds and draft-tongue of a wagon, whereby great strength and rigidity are secured, and said parts rendered more durable and secure than has hitherto been secured.

To enable others skilled in the art to understand my invention I will describe its construction and operation.

I take two strips of wood, of the required length and thickness, and subject them to the action of steam for a sufficient length of time, until the fibers of the wood are softened sufficiently to bend without breaking. The strips are then bent about a "form" by means of machinery suitably adapted for the purpose, and when dry the strips are ready for use.

These bent strips are shown in the drawing, and lettered A A<sup>1</sup>. They form the slider, or that portion through which the perch passes, and they also form the hounds, or those portions between which the draft-tongue is pivoted.

The lower and stouter part A of the bent strips is notched between the bolster A<sup>2</sup> and axle A<sup>3</sup>, and the upper portion A<sup>1</sup> is notched into the upper edge of the bolster.

The strips A A<sup>1</sup> and the bolster and axle are firmly secured together by means of bolts at *a a*, Fig. 1.

Filling-strips *b* and blocks *c* are secured between the two bent strips A A<sup>1</sup>, so as to stiffen and strengthen them, and keep them

at the proper distance apart. The filling-strips *b*, between the "hound" portions of said bent strips, render these portions very solid and strong, and these strips receive through them the transverse coupling-rod *d*, by which the draft-tongue G is connected to the hounds.

The blocks *c c*, between the rear portions of the strips A A<sup>1</sup>, form stops for the front running-gear in turning the wagon.

Those portions of the bent strips which extend in rear of the axle-tree form what is denominated the "slider;" and it will be seen by reference to Fig. 2 that this slider is double—that is to say, there is a strip above as well as below the perch, which latter is pivoted to the king-pin *g*, and extends back between said strips A A<sup>1</sup>, forming the slider.

I am aware that a double slider is not new; and therefore I do not claim this as part of my invention.

Double sliders hitherto constructed have been made of several strips of wood jointed together, and hence did not possess the strength and durability of the steamed and bent strips as employed by me.

I am also aware that it is not new to construct the hounds and a single slider of one piece of wood bent in about the form represented in the drawings, and to this I lay no claim.

The two bent strips, when put together and secured to the axle-tree and bolster, as above described, make a very substantial piece of work, and every part acts as a brace for the other.

In conjunction with the above, it will be seen that I employ another bent strip, D, which is steamed and bent in the usual well-known manner of bending wood so as to preserve it in the bent form. This strip D is bent somewhat in the shape of the strips A A<sup>1</sup>. Its ends are then carried forward and bent inward, as shown in Fig. 1, so that they can be brought up against the sides of the tongue G, and firmly secured to it forward of its point of connection to the hounds by the coupling-rod *d*.

The rear end of the tongue G is mortised into the semicircular portion of strip *d*, thus



securing the latter at three points to this tongue, and making it serve as a brace therefor.

The coupling-rod *d* passes through the sides of the brace and also through the tongue.

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

The construction of the hounds and slider of two bent strips, *A A'*, secured to the axle and bolster, and provided with filling-pieces *b* and blocks *c*, substantially as described.

FRIDOLIN SMITH.

Witnesses:

EDWARD TH. SMITH,  
HARRISON NOBLE.