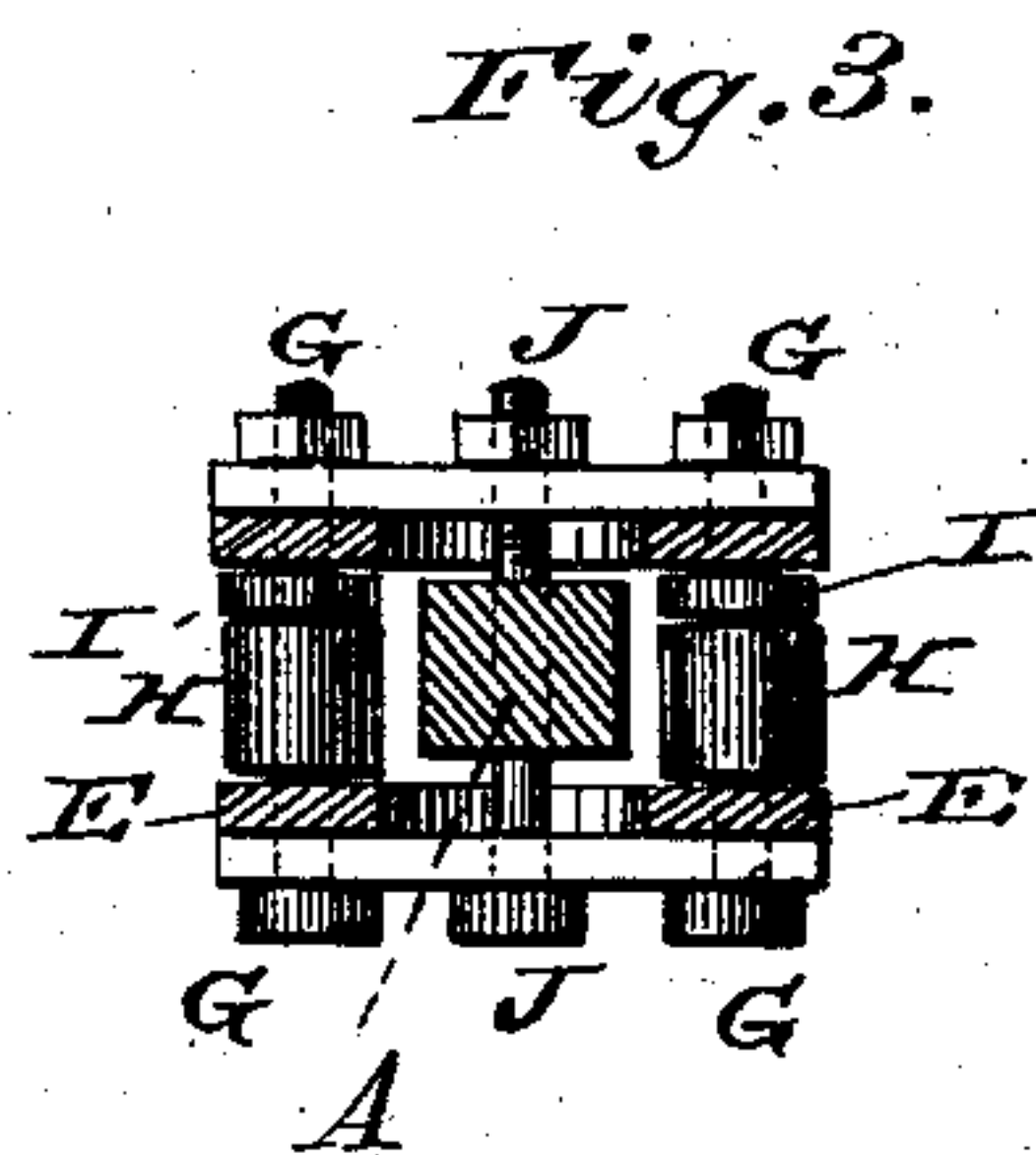
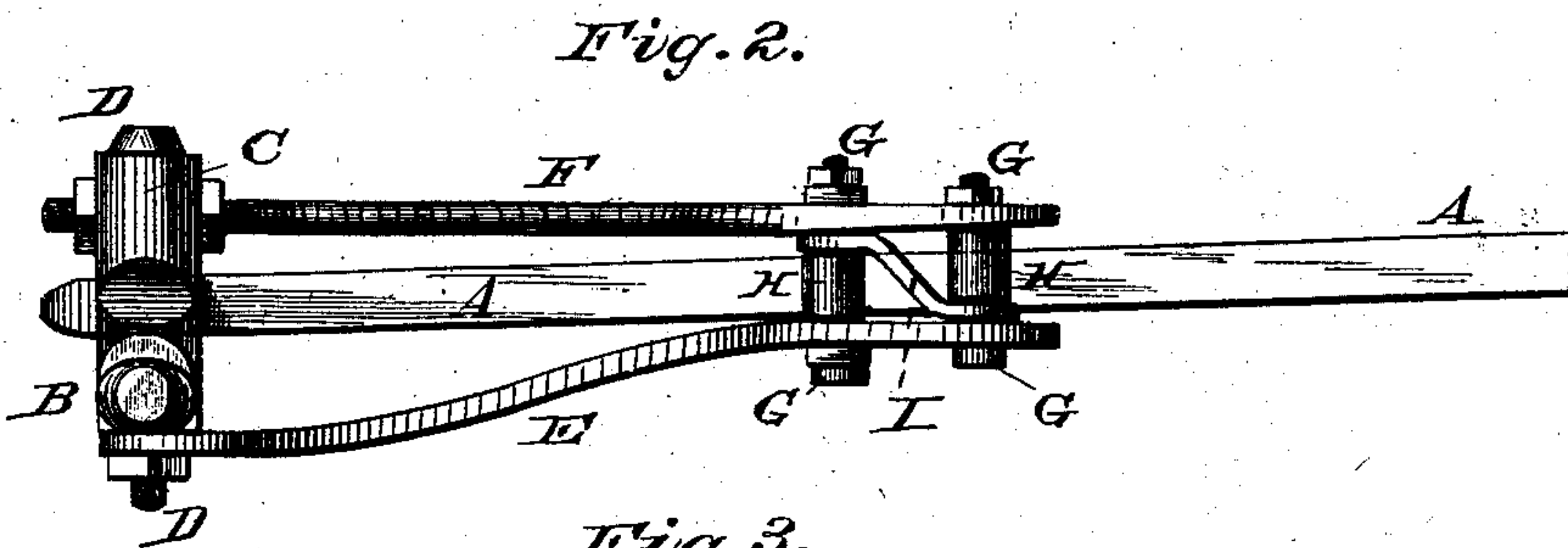
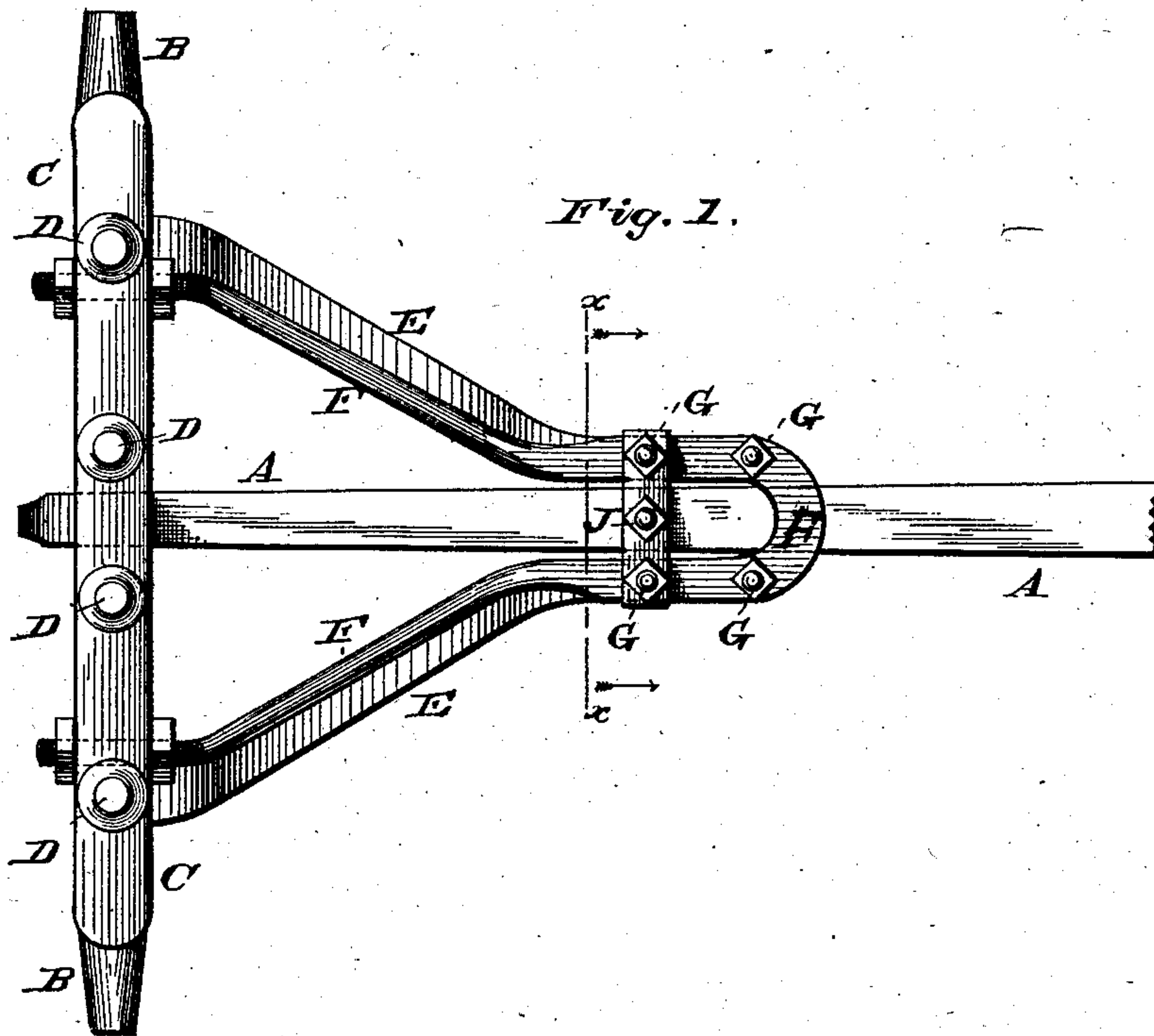


(No Model.)

W. G. HARPER.
WAGON HOUND.

No. 259,139.

Patented June 6, 1882.



WITNESSES:

Fred. G. Dietrich
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UNITED STATES PATENT OFFICE.

WILLIAM G. HARPER, OF UNIONVILLE CENTRE, OHIO.

WAGON-HOUND.

SPECIFICATION forming part of Letters Patent No. 259,139, dated June 6, 1882.

Application filed March 1, 1882. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM G. HARPER, of Unionville Centre, in the county of Union and State of Ohio, have invented a new and Improved Wagon-Hound; and I do hereby declare that the following is a full, clear, and exact description of the same.

This invention has for its object the production of a more economical and durable construction of the hind hounds of a wagon running-gear than has been before produced; and it consists mainly in the combination of the axle and bolster with certain bolts and brace-rods or hounds, the construction being such that the axle and bolster are properly united and strongly held without cutting or notching any part, as will be more fully described hereinafter.

In the accompanying drawings, Figure 1 represents a plan view of my improved hounds; Fig. 2, a side view of the same, and Fig. 3 a transverse section on the line *x x* of Fig. 1.

A represents the coupling-pole, constructed in the usual well-known manner.

B represents the axle, and C the bolster, which are united together, without the cutting or notching any part, by means of the vertical bolts D D D, as shown.

E represents a brace-bar or hound the front end of which is U-shaped in form, and the rear end of which is V-shaped in form, the arms of the bar diverging to rest under and against the axle near its ends. The rear end of each arm of the brace-bar or hound E is strongly united to the axle by means of one of the vertical bolts D, as shown. The front end of the brace-bar forms, in connection with the front end of the brace-rod hereinafter referred to and certain connecting-bolts, a frame-work by means of which connection is made with the coupling-pole.

F represents a brace-rod or hound the front end of which is flattened into a plate and made U-shaped in form, and the rear end of which is made V-shaped in form, the arms of the rod diverging for the purpose of passing through the bolster near its ends. The rear end of each arm is provided with screw-threads and proper nuts, by means of which it is strongly united to the bolster, as shown.

G G represent vertical bolts, extending through the front ends of the brace-bar or hound E and brace-rod upon each side of the coupling-pole; and H H, sleeves or collars on the bolts, as shown.

I represents a brace-bar, which extends from above the sleeve of one bolt to below the sleeve of the other bolt in a diagonal direction, as shown.

J represents a bolt by means of which the coupling-pole is united to the frame-work at the front end of the hounds.

By means of the construction described great strength and simplicity is obtained, with a reduction of cost.

In view of the fact that none of the parts are weakened by cutting, and that no recesses are provided for holding moisture to cause rot, great durability also is obtained.

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

In combination with the brace-bar E and brace-rod F, the vertical bolts G G, the sleeves H H, and brace-bar I, substantially as described, and for the purpose set forth.

WILLIAM G. HARPER.

Witnesses:

T. B. BENTON,
J. Q. BURGNER.