

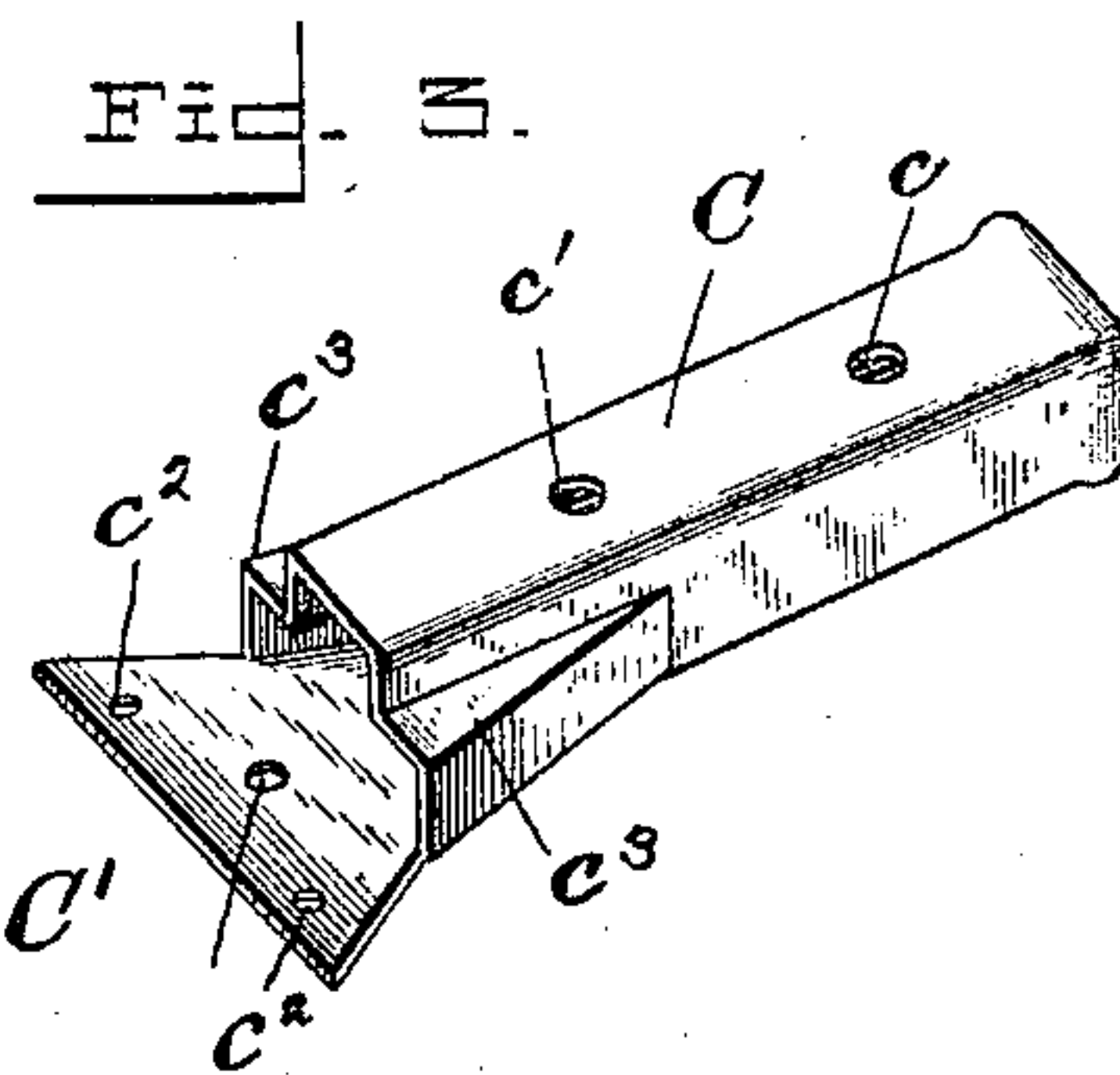
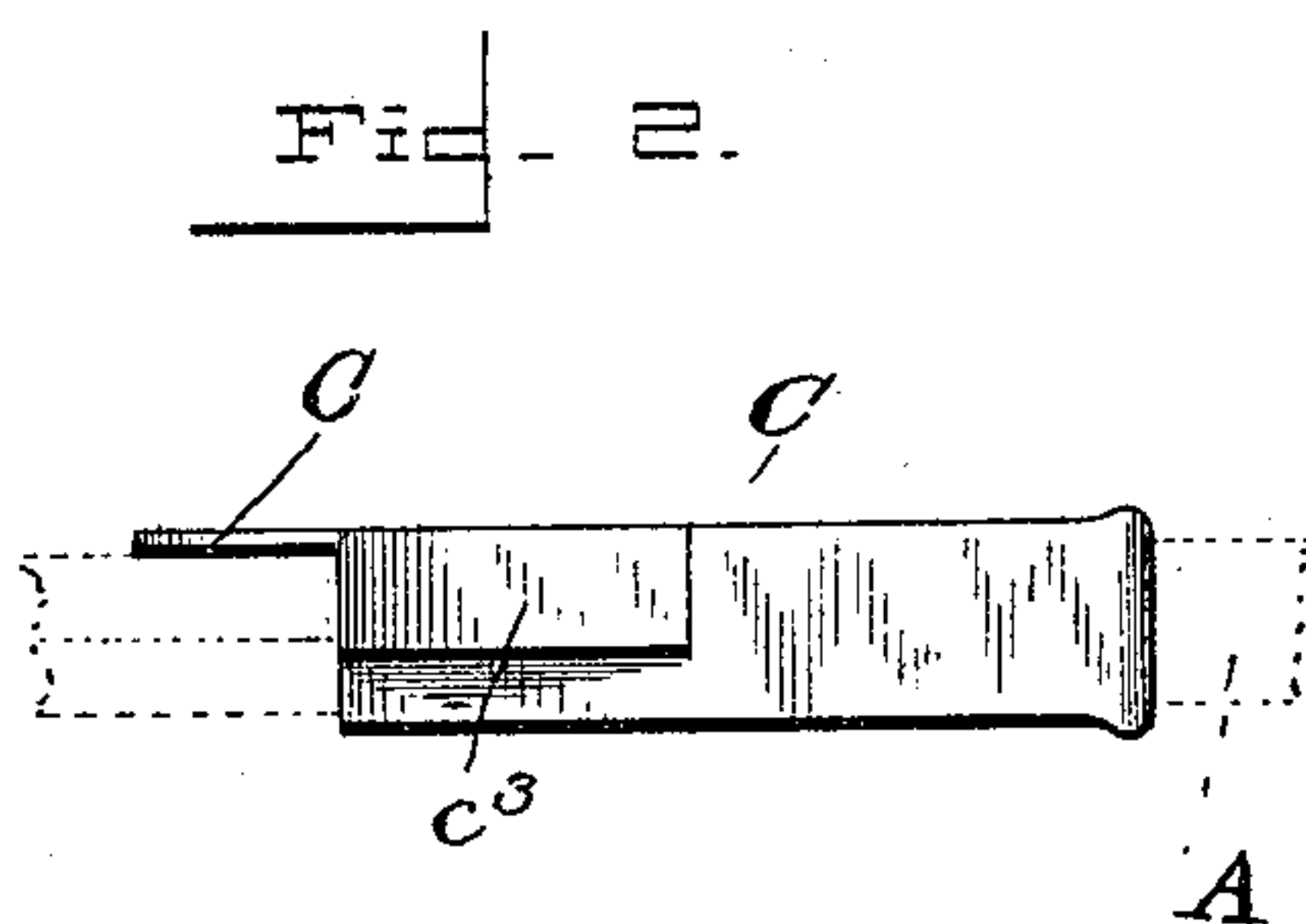
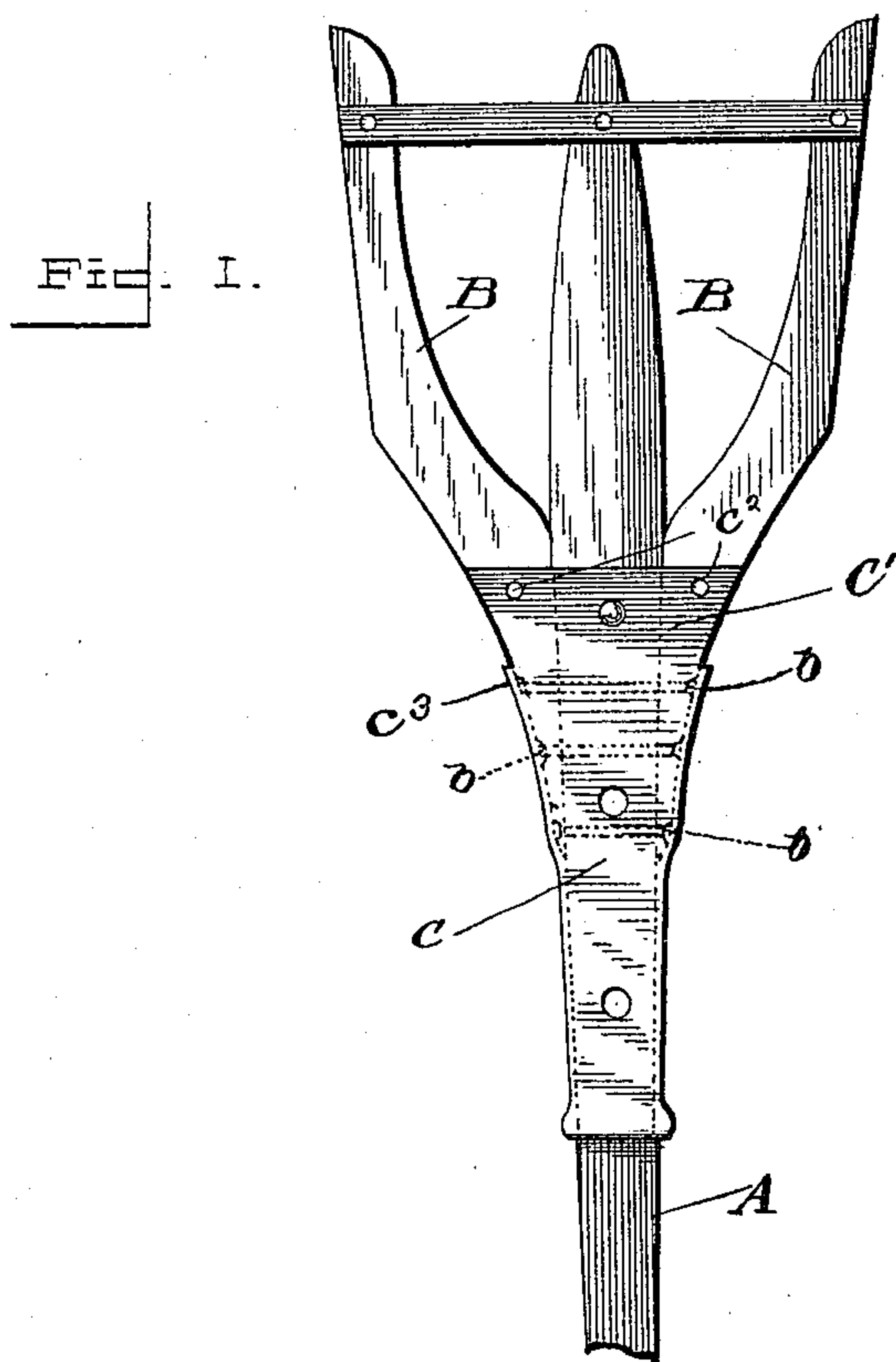
No. 617,808.

Patented Jan. 17, 1899.

S. M. HARRIS.
WAGON TONGUE.

(Application filed June 8, 1897.)

(No Model.)



Witnesses:
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UNITED STATES PATENT OFFICE.

STEPHEN M. HARRIS, OF CHENEY, WASHINGTON.

WAGON-TONGUE.

SPECIFICATION forming part of Letters Patent No. 617,808, dated January 17, 1899.

Application filed June 8, 1897. Serial No. 639,834. (No model.)

To all whom it may concern:

Be it known that I, STEPHEN M. HARRIS, a citizen of the United States, residing at Cheney, in the county of Spokane and State of Washington, have invented certain new and useful Improvements in Wagon-Tongues; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

15 This invention relates to wagon-tongues.

The object of the invention is to provide a wagon-tongue of such construction that breaking at the point most weakened by securing-bolts and by the wear of the double-tree will be prevented by simple and inexpensive means.

With this object in view the invention consists of a wagon-tongue having combined therewith an inclosing strengthening-casing surrounding the tongue, receiving the forward ends of the hounds, and forming a bearing-surface for the doubletree, the casing being formed substantially as herein described to accurately fit the parts to which it is applied.

Further, the invention consists in various novel details of construction, substantially as herein described, whereby the object of the invention is accomplished.

35 The invention is illustrated in the accompanying drawings, in which—

Figure 1 is a plan view of a wagon-tongue and hounds embodying my invention. Fig. 2 is a side view of the means for connecting the tongue and the hounds, and Fig. 3 is an inverted plan view of the connecting means.

40 In the drawings, A represents the tongue of a wagon, which may be in the usual form of such articles or may be of any other desired construction.

B B represent the forward ends of the hounds, which are preferably attached to the

tongue by bolts *b b*, extending transversely through the hounds and the tongue, and which are shown by dotted lines in Fig. 1 of the drawings. 50

At the point of juncture between the forward ends of the hounds and the tongue is arranged the means whereby the parts are joined and by which breaking or independent movement of the parts is prevented. This consists of the inclosing casing C, which is preferably of iron and of a thickness to give the required strength. The main portion of the casing is of an interior size and shape to fit closely around the tongue adjacent to the point at which the hounds are connected to the pole. The upper face of the casing has an exterior C', which covers the pole and the forward parts B of the hounds, and it has in it holes *c*² for the reception of bolts or the like, by which it is attached to the pole and hounds, respectively. 65

The rear end of the casing has formed with it wings or extensions C³, into which project the forward ends of the parts B, by which the latter are closely confined and are retained in place against any movement which might result in wear or loosening of the parts. 70

The casing is provided with openings *c* and *c'* for the king-bolt and other means for attaching a doubletree to the pole. 75

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is— 80

The combination with the tongue and hounds of a wagon of an inclosing sleeve consisting of a single piece of metal inclosing the rear end of the tongue, and receiving the forward ends of the hounds, and having the rearward-extending plate on its upper face and attached to the hounds, substantially as described. 85

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

STEPHEN M. HARRIS.

Witnesses:

JNO. I. MELVILLE,
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