

No. 659,309.

Patented Oct. 9, 1900.

I. A. MANCHESTER.
WAGON.

(Application filed July 24, 1900.)

(No Model.)

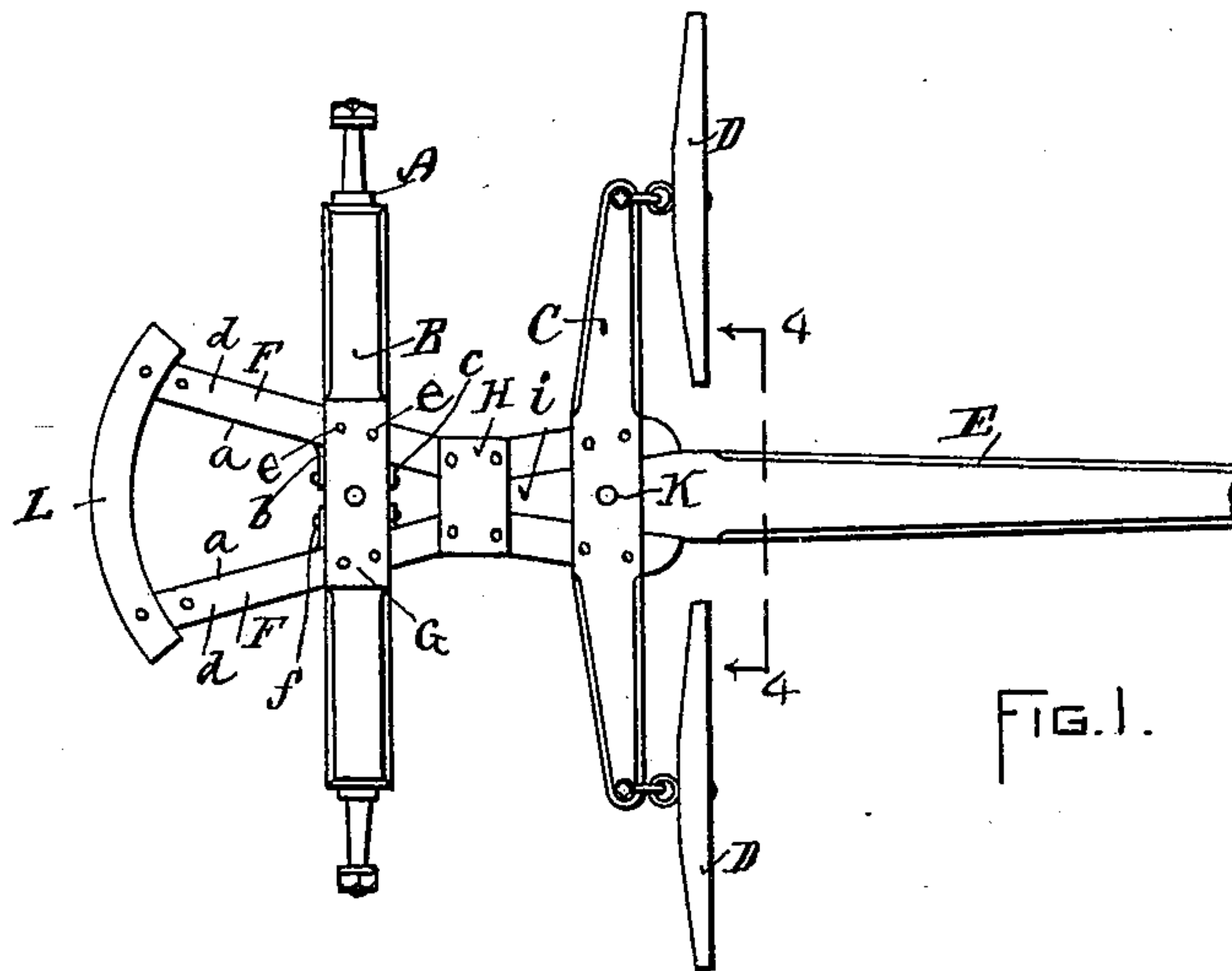


FIG. 1.

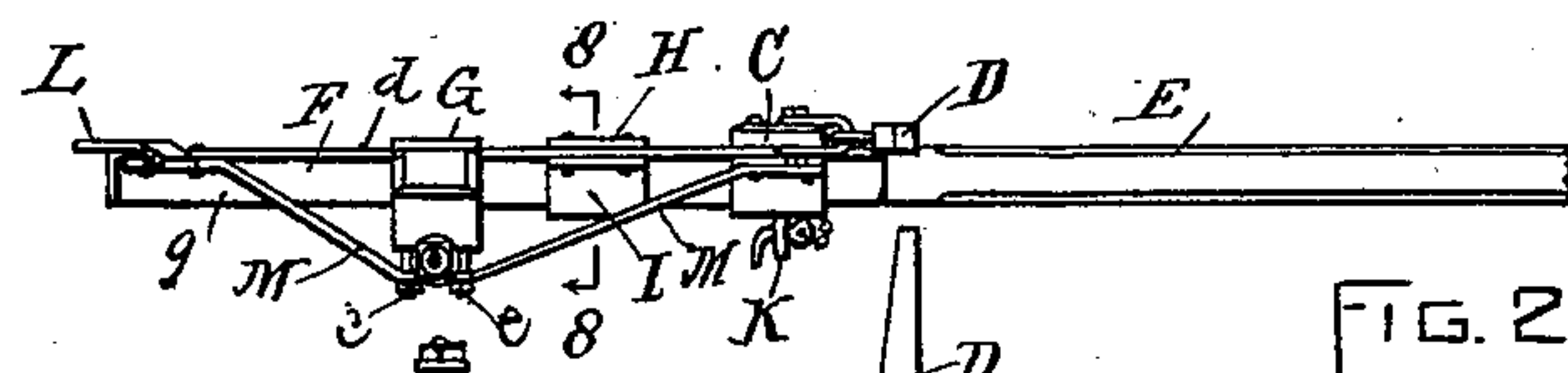


FIG. 2.

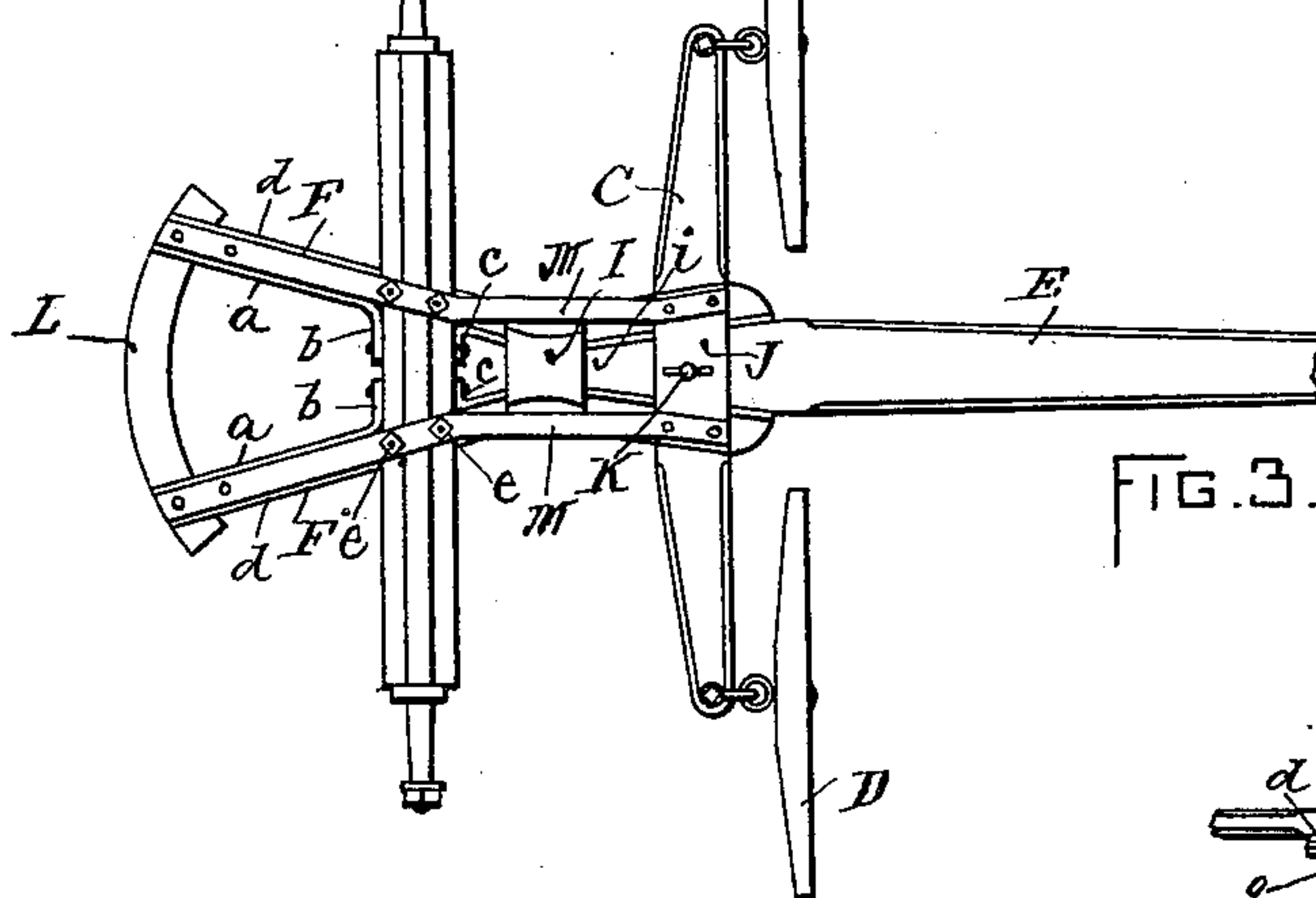


FIG. 3.

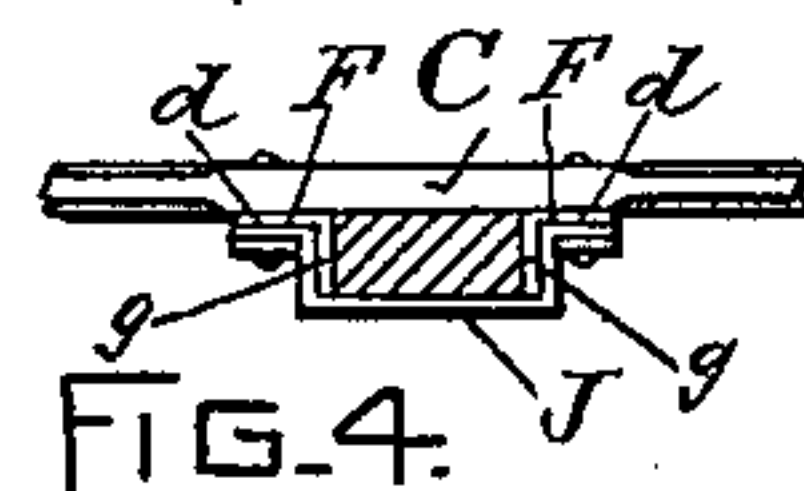


FIG. 4.

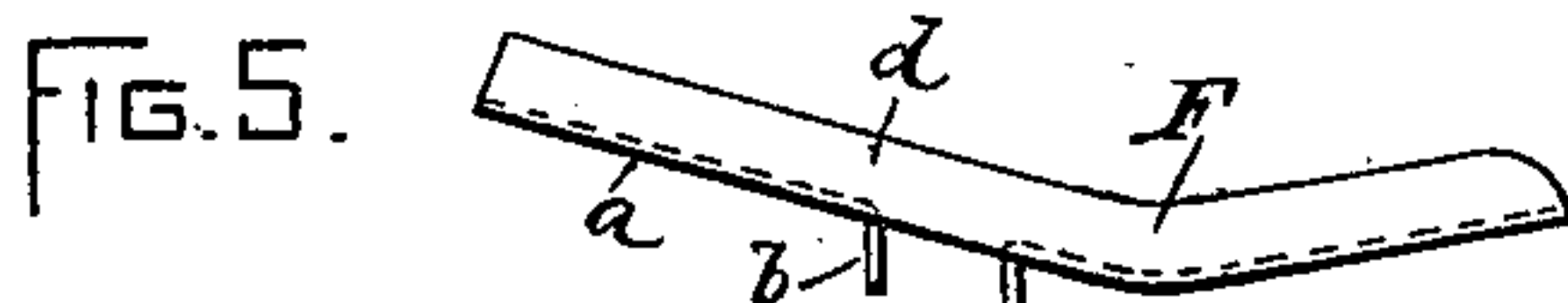


FIG. 5.

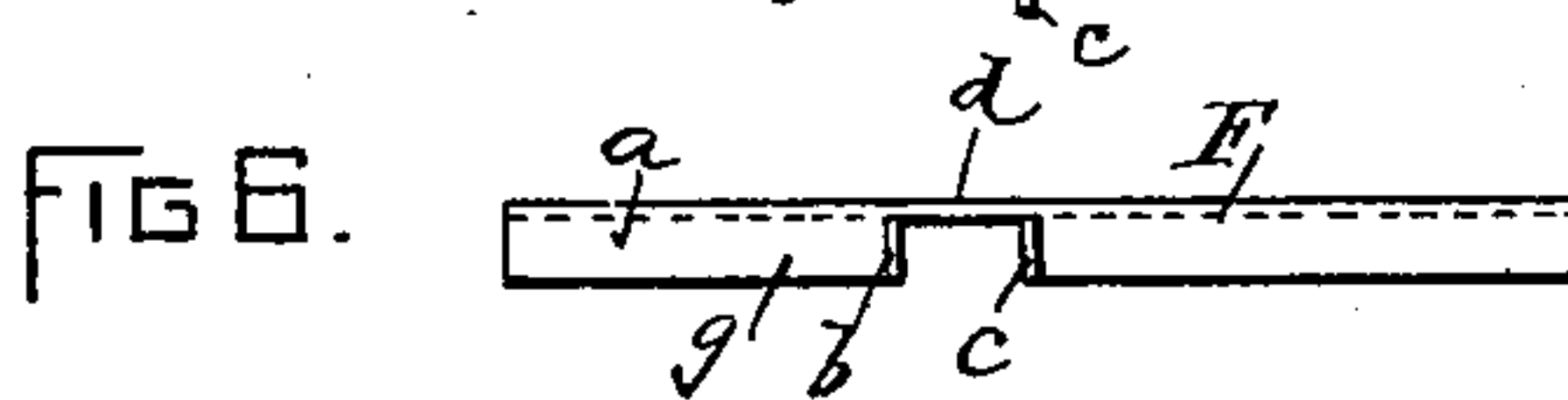


FIG. 6.

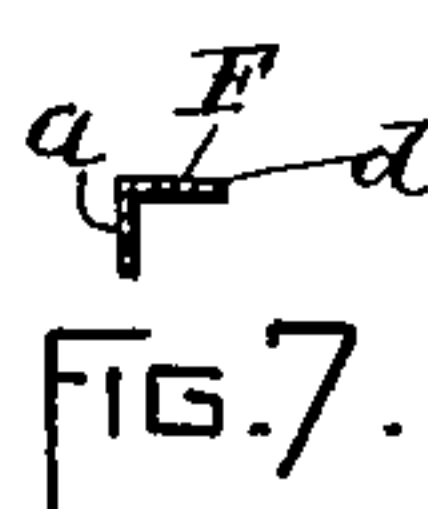


FIG. 7.

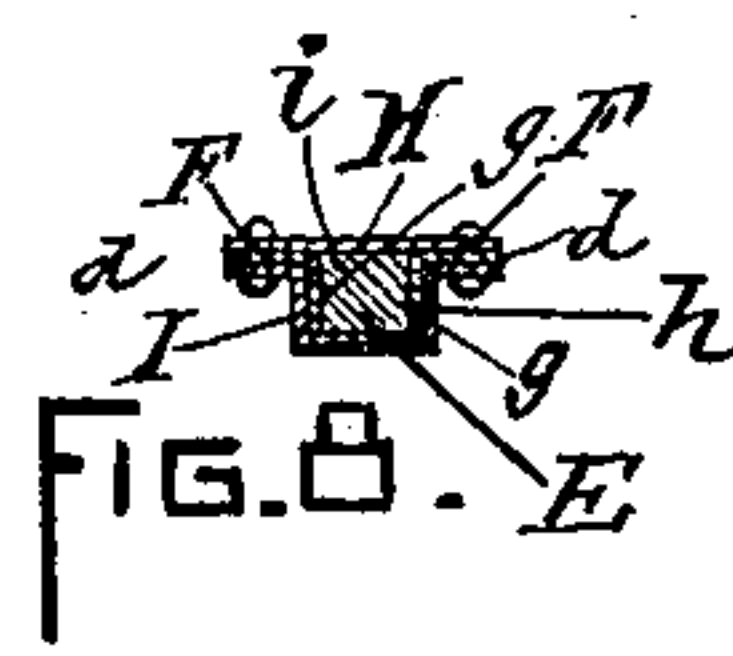


FIG. 8.

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WAGON.

SPECIFICATION forming part of Letters Patent No. 659,309, dated October 9, 1900.

Application filed July 24, 1900. Serial No. 24,715. (No model.)

To all whom it may concern:

Be it known that I, ISAAC A. MANCHESTER, a citizen of the United States, residing at Fall River, in the State of Massachusetts, have invented a new and useful Improvement in Wagons, of which the following is a specification.

My invention relates to an improvement in the construction of the hounds to which the pole of the wagon is secured; and it consists in a pair of wagon-hounds formed of angle-iron and secured to the wooden stock of the axle, as hereinafter fully set forth.

In the accompanying drawings, Figure 1 represents a top view of an axle provided with hounds embodying my improvement. Fig. 2 represents an end view of the same. Fig. 3 represents an under view. Fig. 4 represents a detail section taken in the line 4 4 of Fig. 1. Fig. 5 represents a top view of one of the hounds made of angle-iron. Fig. 6 represents an inner edge view. Fig. 7 represents a transverse section of the angle-iron. Fig. 8 represents a section taken in the line 8 8 of Fig. 2.

In the accompanying drawings, A represents the axle of a wagon; B, the wooden stock for the axle; C, the cross-bar to which the whiffletrees D D are attached, and E the pole. The hounds F F are made of angle-iron of the cross-section shown in Fig. 7 and having its inner side *a* slit and turned outward, so as to form the two attaching-ears *b* and *c*, by means of which the hounds may be firmly bolted to the stock B, the bolts *f f* being made to pass through both of the ears. The horizontal flange *d* of the hound F is preferably recessed into the upper surface of the stock, as indicated in Fig. 2, and over the top of the hounds is placed the rocker-plate G, which is secured to the stock by means of the bolts *e e*, which pass through the flange *d* of the hounds.

To the upper side of the horizontal flanges *d d* of the hounds is bolted the flat plate H, and to the under side of the said flanges is

bolted the downwardly-offset plate I, which, with the downwardly-extending flanges *g g* of the hounds, will serve to form a holding-socket *h* for the inner end *i* of the pole E. To the forward ends of the hounds F F is bolted the cross-bar C, and to the flanges *d d*, under the cross-bar C, is bolted the downwardly-offset plate J, which serves as a holding-strap for the shank of the pole E, the said pole being retained within the holding-strap and socket by means of the removable bolt K. The inner ends of the hounds are joined by means of the sweep L, which serves to hold the pole of the wagon in an elevated position, and the braces M M serve to support and strengthen the hounds F F.

Heretofore the hounds of a wagon have been of wood, which requires the cutting away of either the stock or hounds, so that they are rendered weak and liable to looseness and breakage, and the hounds, on account of their angular form, are usually cut cross-grained, which adds to their weakness; but by the employment of angle-iron there is no necessity of weakening the stock B by cutting it away injuriously to receive the hounds, and the inwardly-turned ears *b* and *c*, formed from the downwardly-extending flanges *g*, provide strengthening-braces for the hounds.

I claim as my invention—

1. In a wagon, the combination of the stock of the axle with hounds formed of angle-iron, and having the attaching-ears, substantially as described.

2. In a wagon, the combination of the stock of the axle, with the hounds formed of angle-iron, and having the attaching-ears, and the socket for the pole, formed by the cross-plates between the hounds, substantially as described.

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Witnesses:

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