

A. MUHLEISEN.
Hounds for Vehicles.

No. 140,066.

Patented June 17, 1873.

FIG. 1.

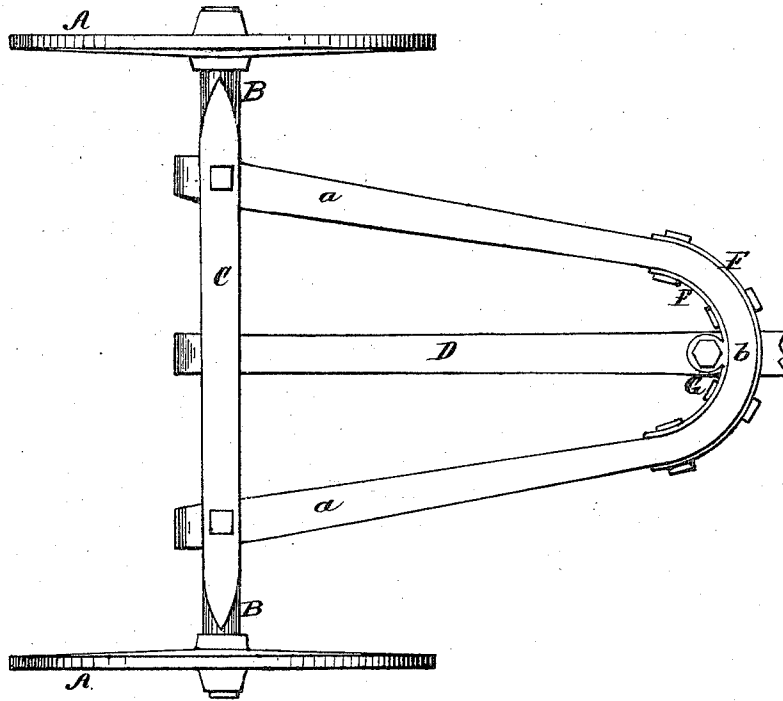
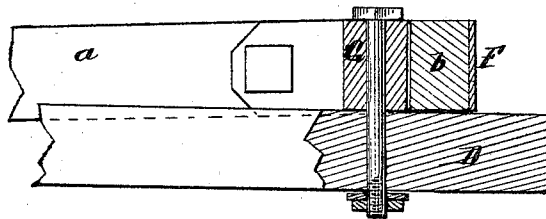


FIG. 2.



Witnesses:

Wm. J. Peyton

John R. Blake

Inventor:

Andrew Muhleisen.
By James L. Norris.
Atty.

UNITED STATES PATENT OFFICE.

ANDREW MÜHLEISEN, OF OTTAWA, OHIO.

IMPROVEMENT IN HOUNDS FOR VEHICLES.

Specification forming part of Letters Patent No. 140,066, dated June 17, 1873; application filed May 19, 1873.

To all whom it may concern:

Be it known that I, ANDREW MÜHLEISEN, of Ottawa, in the county of Putnam and State of Ohio, have invented certain new and useful Improvements in Bent Rear Hounds for Carriages and Wagons, of which the following is a specification:

My invention has for its object to produce a new and improved rear hounds for wagons, carriages, and other wheeled vehicles; and it consists in a rear hound made from a single piece of hickory, ash, or other suitable material, steamed and bent so as to form two branching arms and a curved head or center, which latter is strengthened by inside or outside metallic bands or bars, one of which is provided with a socket, through which the coupling-pin passes for connecting the hounds with the coupling-pole, by which means perforations of the hounds are avoided, and the entire strength of the wood retained.

In the drawings, Figure 1 is a top or plan view of my invention. Fig. 2 is a section of the same view with the rear portion and wheels removed.

The letter A designates the rear wheels of a vehicle; B, the rear axle; C, the body-bolster; and D the coupling-pole, each of which are, or may be, of any desired construction. The hounds which form the subject-matter of my invention are made or bent from a single piece of selected and suitable material, such, for instance, as oak, ash, or hickory, the same being accomplished by steaming the timber and then bending the same upon a mandrel or former, so as to produce the outwardly-branching members *a a*, and the curved or rounded head or center *b*, as shown in Fig. 1. This form or shape imparted to the hounds enables me to secure great strength, and, at

the same time, an ornamental appearance is given to the running-gear of the wagon. To secure greater strength in the hounds, and prevent the same from splintering, breaking, or splitting, I arrange upon the inside or outside, either or both, of the curved or bent portion metallic plates F F, which are bolted or riveted or otherwise fastened. Said plates may extend the entire length of the hounds, if preferred. In order not to perforate the hounds for the passage of the coupling-bolt, and to retain the greatest strength at the curved or bent portions of the hounds, I arrange upon one of the plates F F a socket, G, through which passes the coupling-pin for connecting the hounds with the coupling-pole.

By such arrangement of parts a firm and substantial union is effected, and liability to the splitting of the hounds is greatly avoided.

The two members of the hounds, it will be noticed, branch outwardly, and are thus readily fastened by bolts or rods between the rear axle-tree and the body-bolster.

Front hounds for wagons have been bent from a single piece of timber, and are old and well-known; such I therefore disclaim; but

What I claim as new is—

The rear hounds for vehicles, bent from a single piece of timber, in combination with the metallic plate F having the socket G to receive the coupling-pin, substantially as herein shown and described, for the purpose specified.

In testimony that I claim the foregoing I have hereunto set my hand this 17th day of May, 1873.

ANDREW MÜHLEISEN.

Witnesses:

JAMES L. NORRIS,
WM. J. PEYTON.