A. MUHLEISEN.

REAR-HOUNDS.

No. 193,127. Patented July 17, 1877.

FIG. 1.

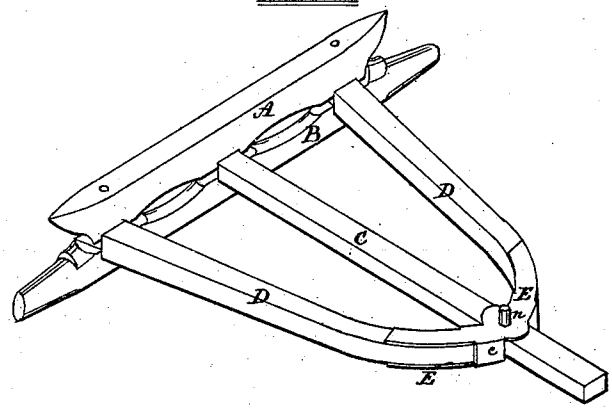


FIG. 2.

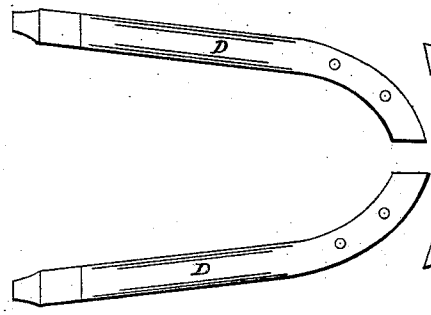
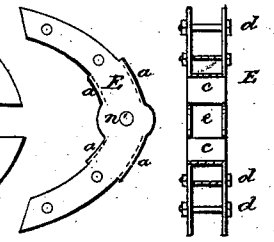


FIG. 3.



WITNESSES.

D. T. Lowe

Levi Bacon

INVENTOR.

Andrew Muhleisen

by W. Morris Smith

Atty.

N. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

ANDREW MUHLEISEN, OF OTTAWA, OHIO.

IMPROVEMENT IN REAR HOUNDS.

Specification forming part of Letters Patent No. **193,127**, dated July 17, 1877; application filed May 20, 1876.

To all whom it may concern:

Be it known that I, ANDREW MUHLEISEN, of Ottawa, in Putnam county and State of Ohio, have invented an Improved Sliding Rear Hound for Wagons and other Vehicles, of which the following is a specification:

The object of this invention is to preserve a parallel motion on the central horizontal line of the coupling-pole, hounds, and axle and body-bolster relatively to each other at any point at which the latter may be secured to the former, and at the same time retaining the advantages of the bent rear hound patented to me June 17, 1873, numbered 140,066; and it consists in a bent rear hound divided at the center of the bent portion, and plated or socketed together to span or encircle the coupling-pole, in such manner that, in lengthening or shortening the distance between the fore and hind wheels of the vehicle, the hound and coupling-pole will always be in one and the same horizontal plane, and the rectangular relationship of the pole and axle will be preserved.

Reference to the accompanying drawing will more clearly describe the invention.

Figure 1 is a perspective view of my improved hound, connecting the rear axle and body-bolster with the coupling-pole. Fig. 2 is a top view of the divided hound detached, and Fig. 3 shows a top and rear-edge view of the metallic connection for said hound.

The same letters appearing on the several figures indicate like parts.

A represents the body-bolster of a wagon or other vehicle; B, the rear axle; C, the coupling-pole; D, the rear hound, and E its connecting-irons. The three former, all being of the ordinary and well-known construction, need no further description here.

The hound may be made of ash, hickory, oak, or any other suitable wood, and is steamed and bent, as described in my patent above referred to, and then cut into two parts, as represented in Fig. 2, or it may be made in two separate pieces, each being bent to represent one of the two halves, as shown in said figure. These are then connected, by means of iron plates E, above and below, leaving a space between the two bent parts D equal to the width of the coupling-pole, while the space between the plates E is equal to its thickness, so as to allow the said pole to slide freely through the aperture thus formed. These plates E are formed with clips or flanges *a*, as shown in dotted lines in Fig. 3, for a short distance on each side of the pole, to span the bent ends of the hound; or they may be connected together, as shown at *c*, so as to form a socket on either side of the pole, to receive the said bent ends and prevent them from splitting or splintering. The hound and connecting-iron, being thus formed, are secured together by rivets or bolts *d*, passing vertically through them, and the rear ends of the hound are secured between the axle B and body-bolster A, in the usual manner.

The coupling-pole passes through the aperture *e* in the hound, and through a central one formed between the axle and body-bolster, so that while the axle is free to slide along the coupling-pole, the latter cannot swing laterally or vertically, whereby the axle is kept at right angles to said pole, and the desired distance between the front and rear axles is secured by a bolt or pin, *n*, passed vertically through the hole *n'* in the hound, and through the pole.

I wish to be understood that I do not claim a rear hound in which the wood portions are sawed into shape, as these are liable to split off where the grain of the wood runs crosswise, particularly where bolts or rivets pass through that part; but

What is here claimed, and desired to be secured by Letters Patent, is—

In a rear hound for wagons, the combination of the two bent portions D and the flanged or socketed connecting-iron E, all constructed substantially as shown and described.

ANDREW MUHLEISEN.

Witnesses:

LEWIS LEHMKUHLE,

G. JOSEPH UTENDORF.