

C. A. HENNICKE.
POLE HOUND ATTACHMENT FOR VEHICLES.
APPLICATION FILED DEC. 29, 1908.

937,151.

Patented Oct. 19, 1909.

2 SHEETS—SHEET 1.

Fig. 1.

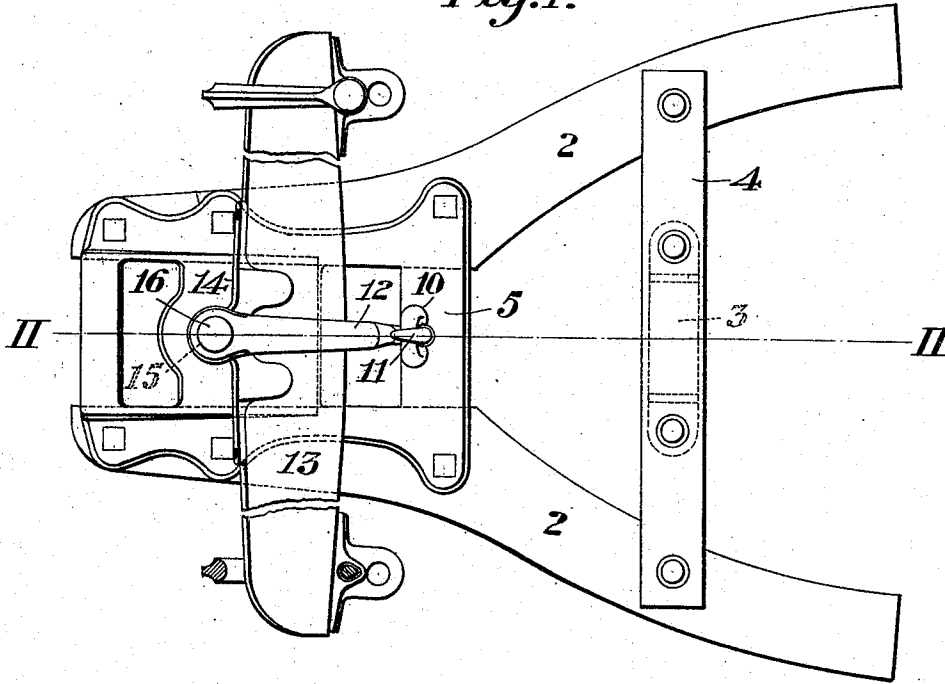
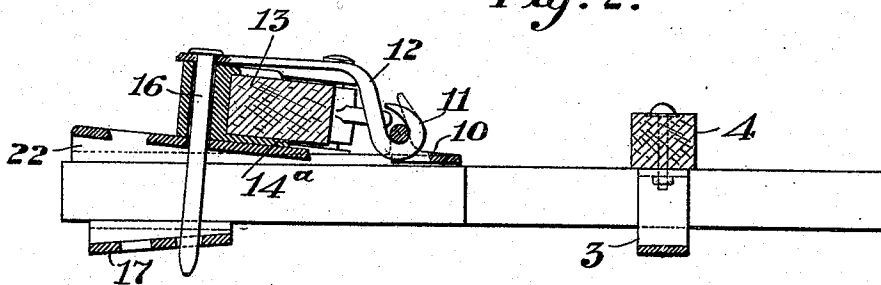


Fig. 2.



WITNESSES

R. A. Balderson
G. L. Bunters

INVENTOR

Charles A. Hennicke
by Arthur Dymally
his atty

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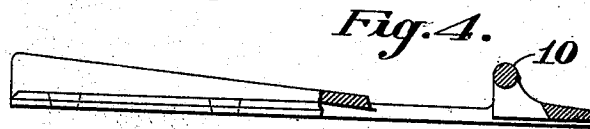
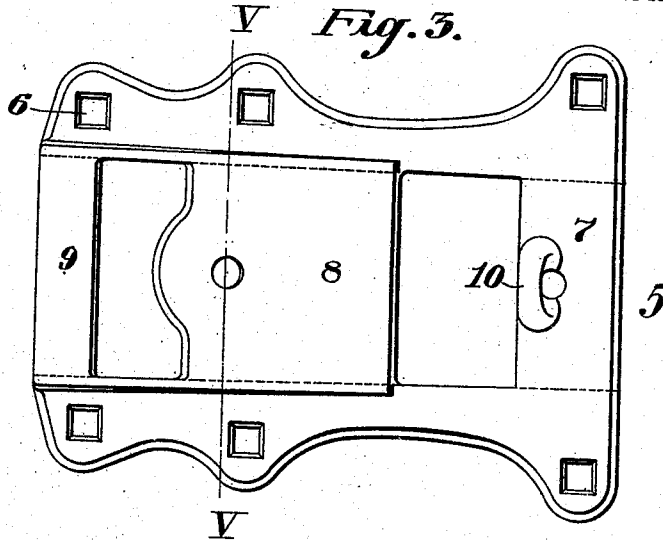


Fig. 8.

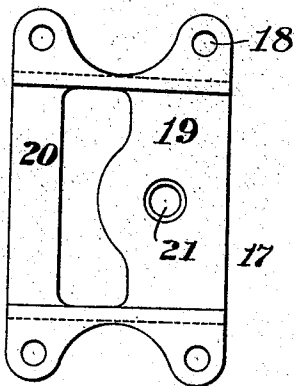
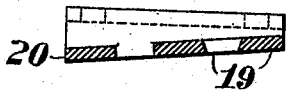


Fig. 9



WITNESSES

R. A. Balderson
L. L. Winters.

Fig. 5.

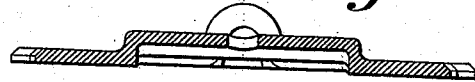


Fig. 6.

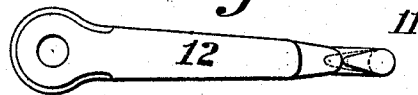
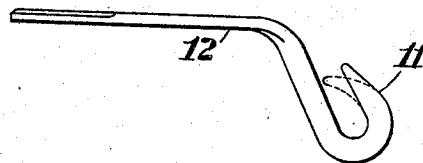


Fig. 7.



INVENTOR

Charles A. Hennicke
by Pauline Emma Hennicke
his atty.

UNITED STATES PATENT OFFICE.

CHARLES A. HENNICKE, OF BUFFALO, NEW YORK.

POLE-HOUND ATTACHMENT FOR VEHICLES.

937,151.

Specification of Letters Patent.

Patented Oct. 19, 1909.

Application filed December 29, 1903. Serial No. 469,797.

To all whom it may concern:

Be it known that I, CHARLES A. HENNICKE, of Buffalo, in the county of Erie and State of New York, have invented a new and useful Improvement in Pole-Hound Attachments for Vehicles, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a plan view showing the attachment applied; Fig. 2 is a section on the line II—II of Fig. 1; Fig. 3 is a plan view of the top hound plate; Fig. 4 is a side view of the same partly in section; Fig. 5 is a section on the line V—V of Fig. 3; Figs. 6 and 7 are detail views of the hammer strap; Fig. 8 is a plan view; and Fig. 9 is a section of the lower hound plate.

My invention has relation to pole hound attachments for vehicles, and is designed to provide a simple, strong and durable attachment of this character, whereby the hounds are greatly strengthened and the usual side or stay braces connecting the hounds and the wagon axle may be dispensed with.

My invention will be best understood by reference to the accompanying drawings, in which I have shown the preferred embodiment thereof, and which will now be described, it being premised, however, that various changes may be made in the details of construction and arrangement of the parts, without departing from the spirit and scope of the invention, as defined in the appended claims.

In these drawings, the numeral 2 designates the pole hounds which extend forwardly from the running gear of the vehicles, with their forward end portions forming between them a space to receive the wagon tongue or pole which extends between the hounds and into the pole socket 3, on the hound brace 4. This tongue pole is not shown in the drawings, since it forms no part of the present invention.

5 designates the top hound plate which is preferably formed as an integral piece having parallel side portions or flanges provided with bolt holes 6, or other suitable means whereby the plate may be rigidly secured to the hounds, said flanges being connected by the cross bridges 7, 8 and 9. The rear cross bridge 7 is substantially in the plane of the top of the hounds, while the

middle and forward bridges 8 and 9 are inclined upwardly and forwardly, as clearly shown in Fig. 2, the upper surface of the front bridge 9 forming a continuation of the inclined plane of the upper surface of the intermediate bridge 8. The rear bridge 7 is formed with an eye 10, which receives the hook 11, on the rear end of the hammer strap 12.

13 is the evener bar, 14 is a front evener plate secured to the bar 13 and having eye 15 for the linch pin 16, whose upper end is engaged by the hammer strap 12. The hook 11 of the hammer strap after being engaged with the eye 10 is bent over into the closed position shown in Fig. 2 thereby preventing its disengagement, while permitting both lateral and vertical movement of the evener bar with respect to the hounds when the pin 16 is removed. That is to say, the connection formed by the engagement of the hook 11 with the eye 10 permits the evener bar, after the linch pin has been removed, to be swung either upwardly and back, or laterally to either side, which is a feature of great convenience.

17 designates the lower hound plate having side portions provided with apertures 18, to receive the securing bolts by which it is fastened to the under side of the pole hounds, and also having the cross bridges 19 and 20, the bridge 19 having the aperture 21, to receive the lower end of the linch pin 16. The bridges 19 and 20 are inclined forwardly and downwardly or in the opposite direction to the bridges 8 and 9 of the top hound plate, thereby providing a space 22, between the bridges of the two plates which permits the pole to work up and down when the vehicle wheels strike an obstruction and drop into a rut, and thus prevent injury to the animals drawing the vehicle.

The attachment as herein described can be readily and cheaply manufactured and applied and forms a very simple, strong and durable device for the purpose. The top hound plate not only provides a bearing for the under side of the evener (the front evener plate 14 preferably having a rearward bottom flange or extension 14^a to form a bearing or wear plate for the evener on the intermediate bridge 8 of the top hound plate) but being made in one piece greatly strengthens the hounds and enables the usual side or stay braces connecting the hounds with the front axles to be dispensed with.

I claim:

1. In a pole hound attachment for vehicles, a top hound plate comprising side portions, and integral cross or bridge portions, the forward and intermediate bridge portions being forwardly and upwardly inclined, and a lower hound plate also having side portions and connecting bridge portions which are forwardly and downwardly inclined; substantially as described.
2. In a pole hound attachment for vehicles, a top hound plate secured to both pole hounds and having an upwardly and forwardly inclined upper surface, an evener bar adapted to rest on said surface, and provided with an eye at its front side for a linch pin, and a hammer strap engaging said pin and having a loose engagement with the top hound plate behind the evener; substantially as described.
3. In a pole hound attachment for vehicles, a top hound plate comprising side portions, and integrally connecting cross or bridge portions, the forward and intermediate bridge portions being forwardly and upwardly inclined, substantially as described.

4. In a pole hound attachment for vehicles, a hound plate having side members running lengthwise of the hounds and secured thereto, and integrally connected by separated cross portions or bridges of varying heights, the intermediate bridge having an inclined bearing surface for an evener bar: substantially as described.

5. In a pole hound attachment for vehicles, a top hound plate forming a bearing surface for the evener bar and having approximately parallel side portions secured to the hounds, said side portions being connected with each other by cross portions or bridges which are at different heights above the hounds, and some of which lie in an inclined plane, the rear bridge having an eye, an evener bar having a linch pin, and a hammer strap engaging the linch pin and also engaging the eye, substantially as described.

In testimony whereof, I have hereunto set my hand.

CHARLES A. HENNICKE.

Witnesses:

AUGUST DESNER,
PAUL RICE.