

JOHN FISHBAUGH.

Improvement in Wagon-Hounds.

No. 126,279.

Patented April 30, 1872.

Fig. 1.

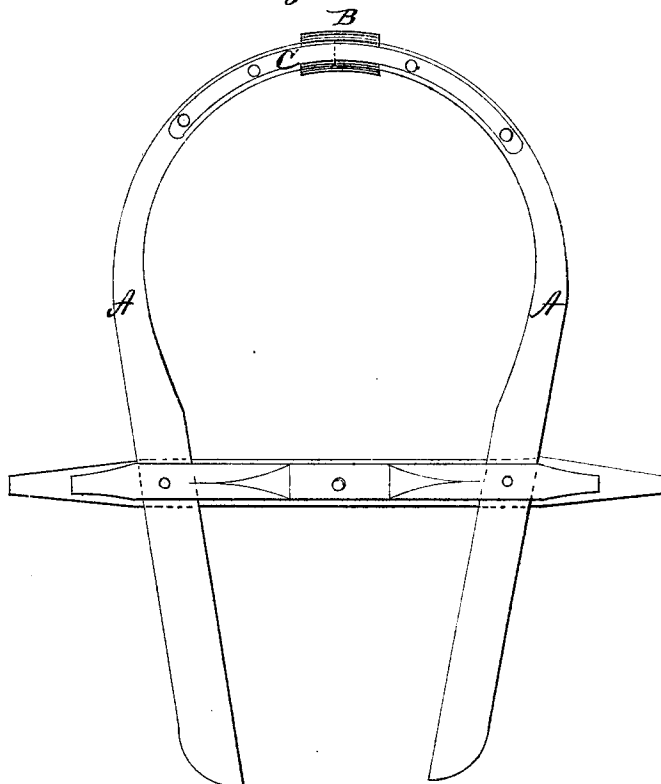


Fig. 2.

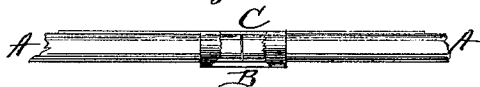
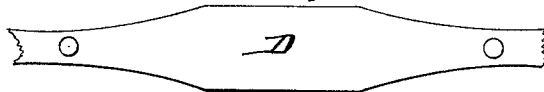


Fig. 3.



Witnesses:

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UNITED STATES PATENT OFFICE.

JOHN FISHBAUGH, OF TIFFIN, OHIO.

IMPROVEMENT IN WAGON-HOUNDS.

Specification forming part of Letters Patent No. 126,279, dated April 30, 1872.

To all whom it may concern:

Be it known that I, JOHN FISHBAUGH, of Tiffin, in the county of Seneca and in the State of Ohio, have invented certain new and useful Improvements in Wagon-Hounds; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon making a part of this specification.

The nature of my invention consists in the construction of a wagon-hound in two pieces, joined together by means of a metal socket or its equivalent, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a plan view of my invention. Fig. 2 is a rear elevation, part in section, of the same; and Fig. 3 shows a metal plate to form the joint between the two pieces of the hound.

A A represent the two parts of my wagon-hound, the front end of each part being made broad and flat, as shown, while the rear end is gradually tapering and rounding. These ends are bent inward in proper shape, and the extreme ends inserted in a metal tube or socket, B, provided on its upper side with a bent metal bar or strap, C, which is fastened on top of the two parts A A of the hound, thus securing them firmly together by said tube or socket. The metal strap or bar C also protects the hound from wear by the friction of the reach, which will bear against said strap or bar.

In bending a wagon-hound of one piece, as

is usually done, some part may be broken, which spoils the whole hound. By using two pieces only half would be lost; and often when in use one side may be broken, the broken part may then be slipped out and a new part inserted without taking out the whole hound. Also, in making wide or narrow track wagons it is difficult to adjust the bent hound, if spread out or drawn together, so as to fit in the proper place in the axle. The front part is either too far apart or too close together to receive the tongue. By making them in two parts the rear ends may be adjusted in the socket so as to obviate that difficulty.

Instead of using the metal tube or socket B I may use a strip, D, of wrought-iron, of the shape shown in Fig. 3, the middle being broad enough to clasp or partially clasp the ends of the hounds, and the ends tapered so as to form a stay to the under side, with a bolt or bolts to fasten to the strip C. This will be cheaper, and perhaps more durable, than the socket.

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

A wagon-hound made in two pieces, A A, constructed as shown and described, and joined together by means of a metal tube or socket, B, or strip D, and the strap or bar C, substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 30th day of January, 1872.

JOHN FISHBAUGH.

Witnesses:

H. E. THOMPSON,
A. H. BYERS.