W. TRUMP.

Wagon-Pole Attachment.

No. 90,890. Patented June 1, 1869.

Fig. 1.

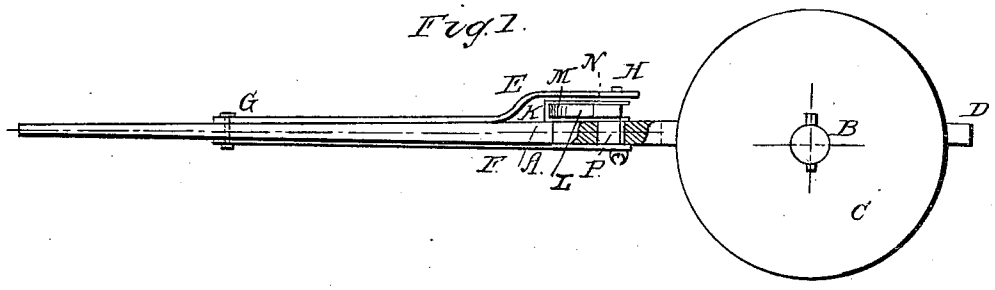

Fig. 2.

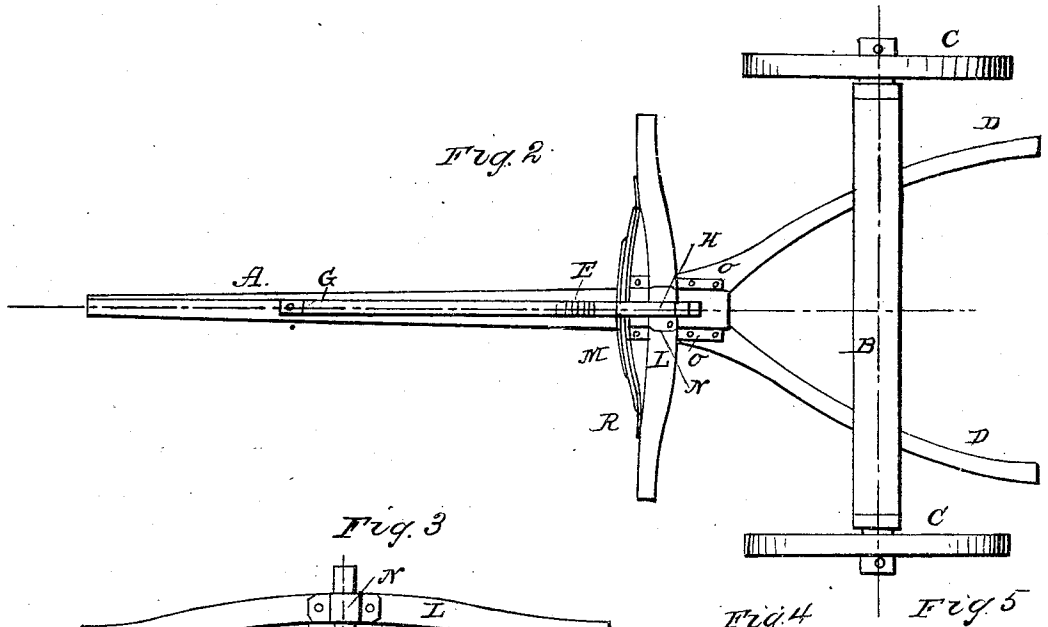

Fig. 3

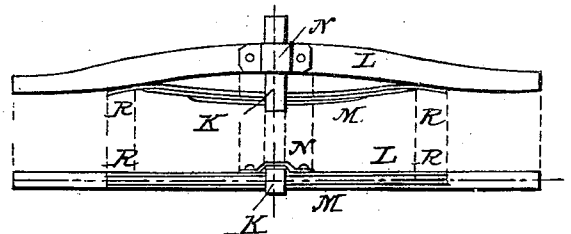

Fig. 4

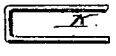

Fig. 5

Witnesses

A. J. Vandreck.

F. McCoster

Inventor

William Trump

By Job Abbott Atty

United States Patent Office.

WILLIAM TRUMP, OF LOUISVILLE, OHIO.

Letters Patent No. 90,890, *dated June* 1, 1869.

ATTACHMENT FOR WAGON-POLES.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, WILLIAM TRUMP, of Louisville, in the county of Stark, and State of Ohio, have invented new and useful Improvements in Wagon-Pole Attachments; and I do hereby declare that the following is a full, clear, and exact description of my invention, reference being had to the accompanying drawings, forming a part of this specification, and to the letters of reference marked thereon, of which drawings—

Figure 1 is an elevation of the front wheels and axle of wagon, with pole provided with my attachments.

Figure 2 is a plan of the same.

Figure 3 are plan and elevation of double-tree, forming a part of my attachment.

Figures 4 and 5 are details of parts of the same.

The nature of my invention consists, first, in transferring the point of application of the draught from its ordinary position near the axle, to a point at some distance up the tongue, by means of two draught-bars which are bolted to the tongue at said upper point, and have the cross-bar or double-tree secured between their rear ends by a bolt, which passes through a slot in the tongue, whereby I obviate much of that side movement of the tongue which is incident to the ordinary mode of applying the draught to a wagon, and which is very annoying and injurious to the horses, causing them to work unevenly, and chafing and bruising their legs and breasts.

My invention consists, secondly, in combining with said draught-bars a clevis, with a long flat steel spring secured therein, against which the cross-bar or double-tree bears, whereby I obtain the combined advantages resulting from a steady pole or tongue and a spring-draught for the team, and materially lessen the sudden strains and jerks on the horses.

To enable others skilled in the art to make and use my invention, I will proceed to describe its construction and operation.

In the accompanying drawings—

B represents the front axle of a wagon, which is provided with the wheels C C, as shown, and to which the pole is attached by means of the hounds D D.

The pole A is bolted between the front ends of the hounds D D, and has a slot, P, cut in it, as shown in fig. 1, through which passes the draught-pin H.

This draught-pin H is secured in holes in the draught-bars E F, which lie along the tongue A, either on the surface of the tongue, or in grooves cut in the said surface, and which are secured to the tongue, at a distance of three or more feet from the rear end of the tongue, by means of the bolt G, as shown in figs. 1 and 2.

The draught-pin H passes through the holes in the ends of the clevis K, which is placed between the upper draught-bar E (which is curved, as shown in fig. 1,) and the tongue A, and which has the double-tree L, with its spring M, arranged in it, as shown.

The double-tree L is prevented from sliding endwise out of the clevis K, but is allowed to move forward and backward by means of a clasp, N, secured to the double-tree, as shown in fig. 3, and is prevented from rocking over the lower bar of the clevis, or from chafing the pole or ends of the hounds, by means of the strips O O, arranged as shown in fig. 2.

The spring M is composed of one or more leaves of flat bar-steel, and is secured to the front of the clevis K, by means of one or more rivets passing through the spring and the front of clevis, or in any other suitable manner.

The ends of this spring M rest on seats R R on the double-tree L, said seats being screwed or bolted to the double-tree, and having lips at their sides, as shown in section in fig. 5, which prevent the ends of the springs from slipping off the said seats.

If desired, these seats R could be made in box-form, the ends of the spring M sliding in said boxes, and being thus protected from dirt and the danger of getting off the rests, when not under tension, as is easily seen; or, if the bar L were made of metal, the seats R could be dispensed with, (the bar itself serving as a seat,) and lips could be formed on the bar L to hold the ends of the spring M in place.

From the foregoing description, it is evident that when the draught is applied to the double-tree L, it acts first on the spring M, which will give to any unusual tension, and thus prevent a violent shock to the horses, by any sudden obstruction to the movements of the load, or any sudden jerk to the occupants of the wagon by a quick start of the horses.

The draught is transferred from the spring M to clevis K, then to draught-pin H, thence, along the draught-bars E F, to the bolt H, which is the point of application of the draught to the tongue A, and which, being at a considerable distance up the tongue and away from the axle, will tend to prevent the side movement of the tongue in an obvious manner.

If found desirable, bands can be put around the pole A and draught-bars E F, to hold said bars down to the pole, as is readily seen.

It is evident that the same combination of bar L, clevis K, clasp N, spring M, and seats R R, could be applied to the construction of any double-tree or whiffletree, by means of which it was desired to obtain a spring-draught, and further, that this construction allows of the bar L being made very light, as the greatest strain on such bars is not at the centre, as in the common double-tree or whiffletree, but is at the seats R R, where the draught has much less leverage to aid it in breaking the double-tree or whiffletree than in ordinary construction.

Having thus fully described my invention,

What I claim therein as new, and desire to secure by Letters Patent, is—

1. The draught-bars E F, when used in combination with the pole A, with slotted hole P, bolt G, draught-pin H, and double-tree L, substantially as and for the purpose specified.

2. The combination of the draught-bars E F, bolt G, pole A, with slotted hole P, draught-pin H, clevis K, spring M, and double-tree L, the several parts being constructed, combined, and arranged substantially as and for the purpose specified.

As evidence that I claim the foregoing, I have hereunto set my hand, in the presence of two witnesses, this 18th day of March, A. D. 1869.

WILLIAM TRUMP.

Witnesses:

JOB ABBOTT,

D. HAMMOND.