

G. W. WILSON.

DRAFT ATTACHMENT FOR VEHICLES.

No. 185,809.

Patented Dec. 26, 1876.

Fig. 1

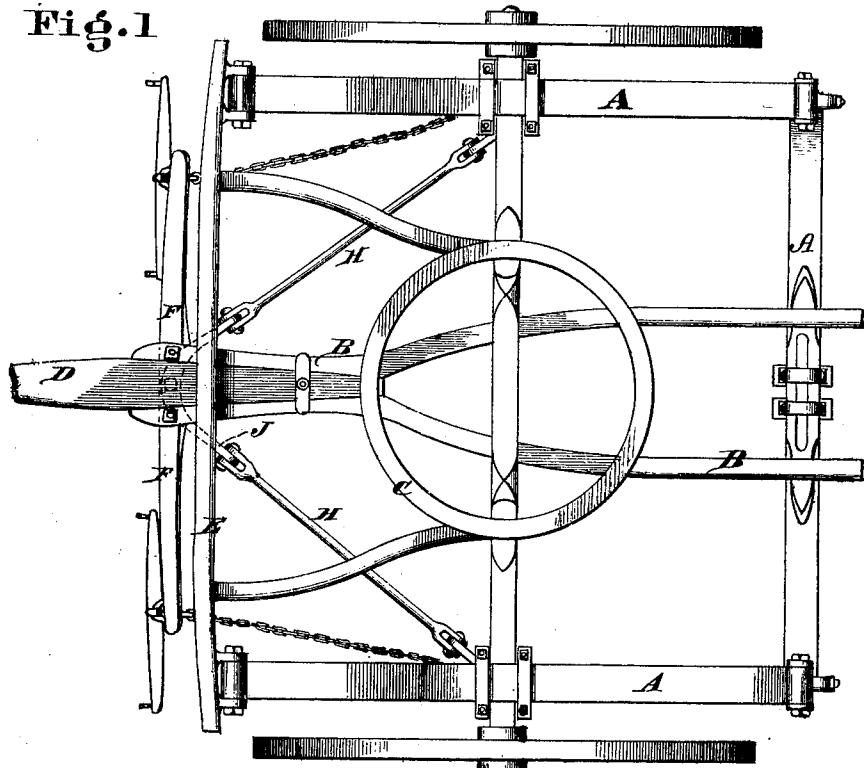
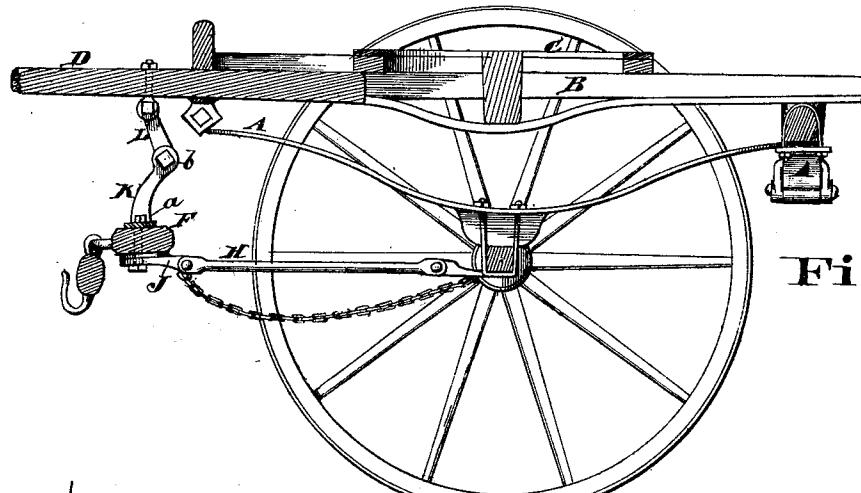
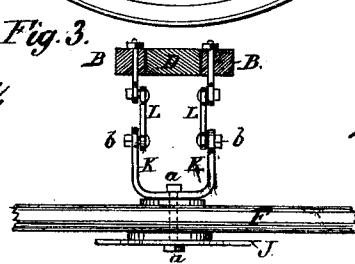


Fig. 2



Attest
William Mansfield,
James C. McMath

Fig. 3.



Inventor

George W. Wilson

UNITED STATES PATENT OFFICE

GEORGE W. WILSON, OF BATAVIA, OHIO, ASSIGNOR OF TWO-THIRDS HIS
RIGHT TO JAMES P. LEONARD AND GEORGE W. HULICK, OF SAME
PLACE.

IMPROVEMENT IN DRAFT ATTACHMENTS FOR VEHICLES.

Specification forming part of Letters Patent No. 185,809, dated December 26, 1876; application filed
September 18, 1876.

To all whom it may concern:

Be it known that I, GEORGE W. WILSON, of Batavia, in the county of Clermont and State of Ohio, have invented certain new and useful Improvements in Platform Spring-Vehicles, of which the following is a specification:

My invention is an improvement in that class of platform spring-vehicles in which the draft is applied directly to the front axle, instead of the platform-springs supported thereon.

The invention is more particularly an improvement upon the invention forming the subject of Letters Patent No. 148,118; and the object is to enable the draft to be maintained, or continually applied, in a straight line between the axle and shoulders of the horses, instead of being deflected corresponding to the depression of the spring under varying pressures. To this end I support the double-tree and the draft-rods attached thereto from the front spring by means of jointed bars, which allow the spring to play up and down without changing the position of the double-tree or deflecting the line of draft.

In the accompanying drawing, Figure 1 is a top-plan view, and Fig. 2 a sectional elevation, of the front running-gear of a platform spring-vehicle provided with my improvement. Fig. 3 is a detail front view.

The springs A, hounds B, circle or fifth-wheel C, and tongue D are shown constructed and arranged in the usual way. The double-tree F is pivoted to the curved plate J, which is, in turn, jointed to draft-rods H, that are attached to clip-plates on the front axle, at points contiguous to the hubs of the wheels.

The double-tree is supported from the hounds B by means of jointed bars K L. The bars L are pivoted to the ends of the hounds, and jointed to the upper ends of the arms of bar K, which latter is approximately U-shaped, as shown in Fig. 3. The arms of said bar K incline backward at a slight angle to the flat central portion, through which passes the pivot-bolt a of the double-tree. This inclination of the arms of bar K tends to prevent the connecting-joint b between the two bars K L becoming aligned with their respective points of attachment to the double-tree and hounds, so that the said joint will always yield readily when the springs A are depressed. The double-tree is not, therefore, borne down; or, in other words, the line of draft between the shoulder of the horses and the axle is not changed by the depression or change in the position of the platform-spring relatively to the axle, as would be the case but for the flexible connection (K L b) between the double-tree and spring, as above described.

What I claim is—

The combination of the jointed bars K L (the arms of the former, K, inclining rearward) with the platform-spring and the double-tree and draft-rods H, connecting it with the axle, substantially as and for the purpose specified.

In testimony whereof I have hereunto set my hand this 14th day of September, 1876.

GEORGE W. WILSON.

Witnesses:

JOHN S. PARROTT,
ALFRED N. ROBINSON.