

(No Model.)

O. B. FULLER.
THOROUGH BRACE FOR VEHICLES.

No. 569,451.

Patented Oct. 13, 1896.

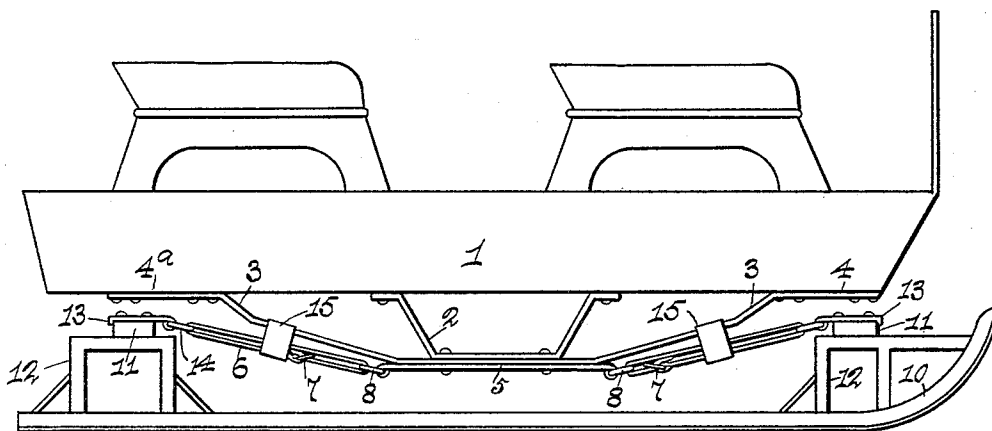
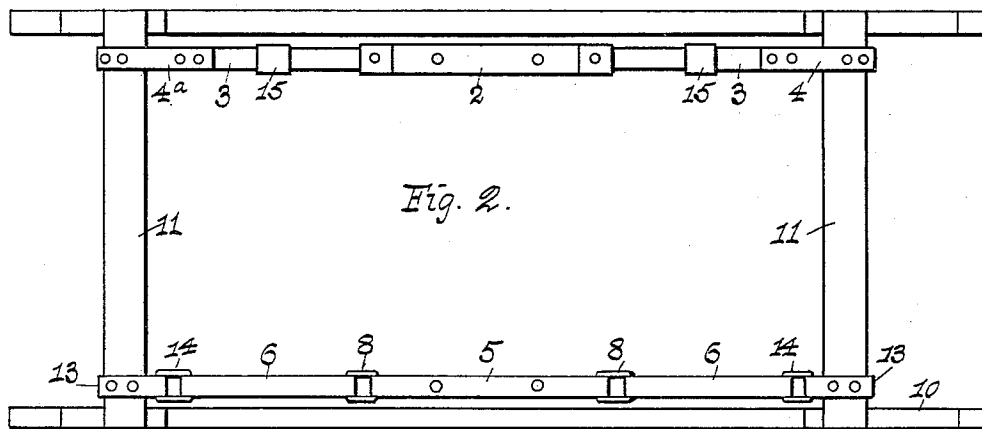


Fig. 1.

Witnesses:

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UNITED STATES PATENT OFFICE.

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THOROUGH-BRACE FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 569,451, dated October 13, 1896.

Application filed November 1, 1895. Serial No. 567,599. (No model.)

To all whom it may concern:

Be it known that I, OSCAR B. FULLER, a citizen of the United States, residing at Duane, in the county of Franklin and State of New York, have invented certain new and useful Improvements in Thorough-Braces, of which the following is a specification.

My invention relates to improvements in thorough-braces particularly adapted to sleighs and traverse-sleds, the object being to improve the form of thorough-brace commonly used and produce a structure which will be simple, strong, and effective.

In the accompanying drawings, Figure I is a side elevation of a sled, showing my improved thorough-brace applied thereto. Fig. II is a plan view with the body and one of the side bearing-bridges removed.

1 is a body of any approved construction having secured to the bottom at each side and midway of its length a side bearing-bridge 2, and a longitudinally-extending brace-bar 3. The brace-bars 3 are secured to the body at their ends 4 4^a and are bowed sufficiently to embrace the bearing-bridges 2.

5 is a central yoke securely riveted to each of the side bearing-bridges 2, it being preferable to rivet both the brace-bar 3 and yoke 5 to the bridge 2 by the same rivets at each side.

Extending longitudinally from the opposite ends of the yokes 5 are double thorough-brace straps 6, having the customary adjusting-buckles 7. The straps 6 pass through and engage the loops 8, which are secured to the ends of the yokes 5 in any suitable manner, such as by bending the ends of the yokes around a bar of the loops.

10 are the runners, suitably secured to-

gether by the cross-beams 11, which are secured to the bridge-pieces 12, forming the running-gear.

13 are clips attached to the cross-beams 11 inside of the runners 10, and 14 are loops attached to the forward ends of the clips 13. The thorough-brace straps 6 pass through and engage the loops 14.

15 are collars mounted on the brace-rods 3 and surrounding and engaging the thorough-brace straps 6 for confining the body and preventing too much sidewise vibration.

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

1. The combination of the central yokes adapted to be attached to the body, the double straps engaging the yoke and extending oppositely longitudinally of the body, clips engaging the straps and adapted to be attached to the running-gear, brace-rods also adapted to be attached to the body, and collars carried by the brace-rods and engaging the straps, as set forth.

2. The combination of the body, the side bearing-bridges 2, the brace-bars 3 attached to the body and bridges, the central yokes 5 also attached to the bridges, the double straps engaging the yoke and extending oppositely longitudinally of the body, the running-gear, clips attached to the running-gear and engaging the straps, and collars carried by the brace-rods and confining the straps, as set forth.

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Witnesses:

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