

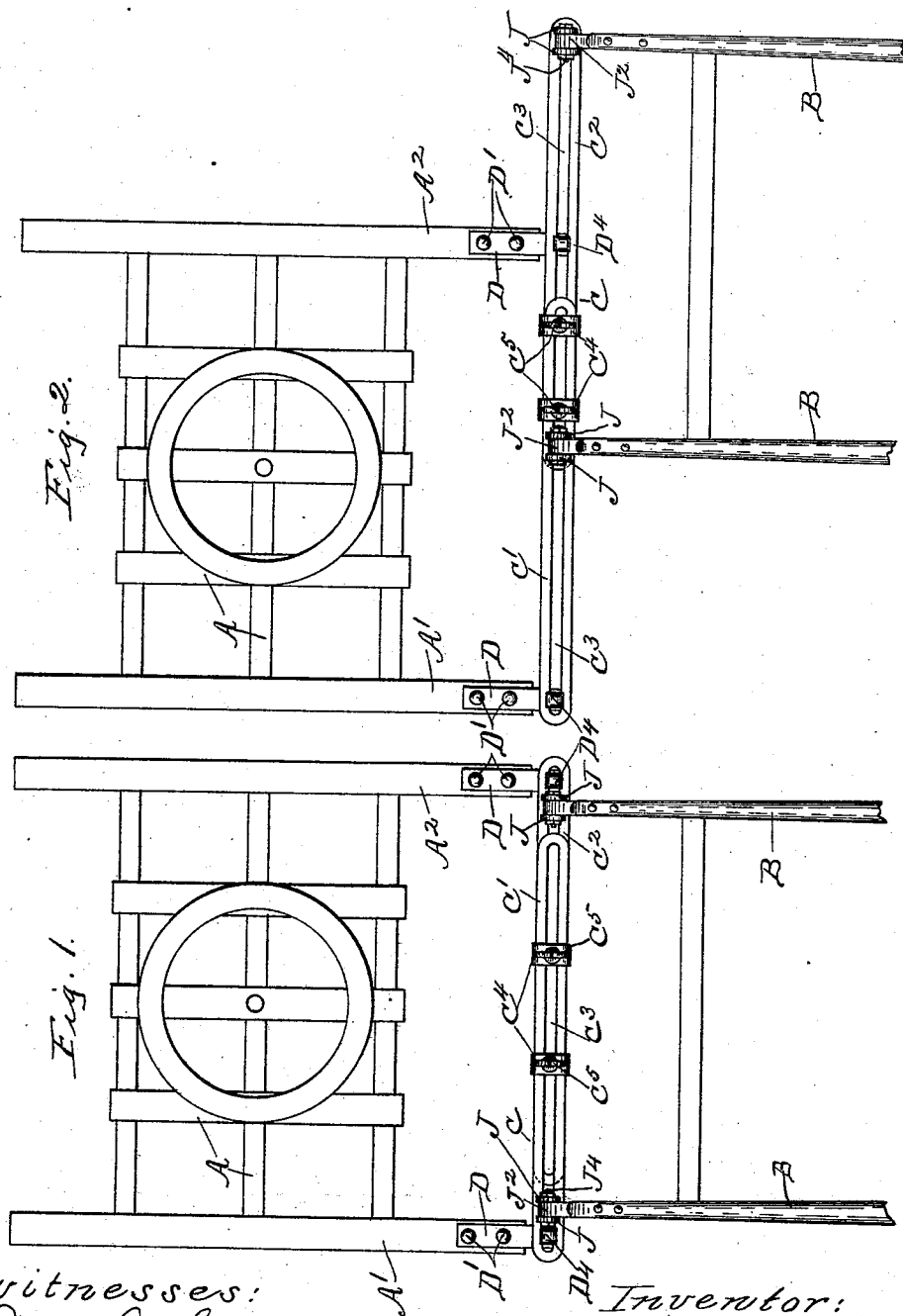
(No Model.)

2 Sheets—Sheet 1.

R. WHALON.
DRAW BAR FOR VEHICLES.

No. 531,454.

Patented Dec. 25, 1894.



Witnesses:
Agnes A. Sims.
Robt. Kott.

Inventor:
Richard Whalon
by Mosher & Co.
attys

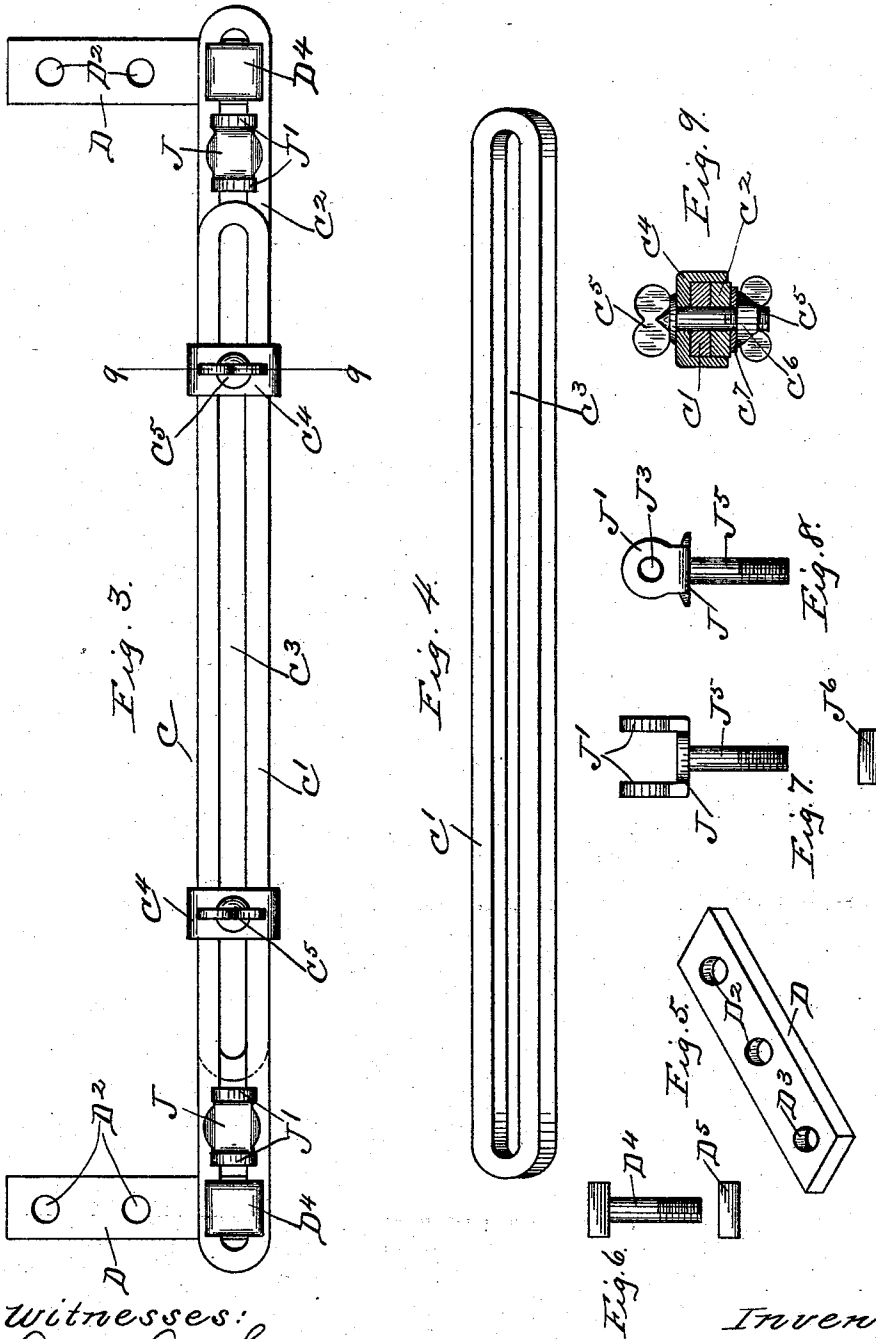
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2 Sheets—Sheet 2.

R. WHALON.
DRAW BAR FOR VEHICLES.

No. 531,454.

Patented Dec. 25, 1894.



Witnesses:
Agnes A. Sims.
Robt. Holt

Inventor:
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Atty's

UNITED STATES PATENT OFFICE.

RICHARD WHALON, OF WEST GRANVILLE CORNERS, NEW YORK.

DRAW-BAR FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 531,454, dated December 25, 1894.

Application filed March 2, 1894. Serial No. 502,030. (No model.)

To all whom it may concern:

Be it known that I, RICHARD WHALON, a citizen of the United States, residing at West Granville Corners, county of Washington, and State of New York, have invented certain new and useful Improvements in Draw-Bars for Vehicles, of which the following is a specification.

My invention relates to such improvements and consists of the novel construction and combination of parts hereinafter described and subsequently claimed.

Reference may be had to the accompanying drawings, and the letters of reference marked thereon, which form a part of this specification.

Similar letters refer to similar parts in the several figures therein.

The object of my invention is to provide an adjustable support for the thill-connections with the running part of a vehicle by means of which the position of the thills can be varied relatively to the running part, and the connections can be made with thills of various widths.

Figure 1 of the drawings is a top plan view of the fore-bob of a common form of sleigh provided with my improved draw-bar connecting the thills with the bob in a position for the horse to track midway of the runners. Fig. 2 is a similar view showing the draw-bar adjusted to support the thills in position for the horse to track in line with one of the runners. Fig. 3 is a top plan view of the draw-bar and connections. Fig. 4 is a view in perspective of one of the links of the draw-bar detached. Fig. 5 is a view in perspective of one of the coupling-irons detached. Fig. 6 is a side view of the bolt and nut for securing the coupling-iron to the draw-bar. Fig. 7 is a front view of one of the thill-couplings with its securing nut. Fig. 8 is an end view of the thill-coupling. Fig. 9 is a cross-section taken on the broken line 9—9, in Fig. 3.

A—represents the frame of the fore-bob of a common form of sleigh having runners A', A'—.

B—represents the thills of the usual form.

C— is an extensible draw-bar secured to the bob and affording a support for the thill-couplings. The extensible bar comprises a pair of links C', C', each having a longitudinal slot

C⁸—. The links are secured together, one upon the other, with their slots registering or coinciding throughout a portion of their length, as shown. The yokes C⁴— embrace both links to keep them in alignment, and a bolt or hand-screw C⁵— is inserted through each yoke, passing through the registering slots in the links, and is secured in position by a hand-nut C⁶— threaded onto the lower end of the screw to bear upon the under side of the lower link, or an interposed washer C⁷—. The links are thus adapted, when the hand-screws are loosened, to be moved longitudinally, one upon the other, sliding upon the bolts C⁵— and within the yokes C⁴—. When extended to the desired length, the parts may be locked in position by tightening the bolts C⁵—.

The draw-bar is secured to the running-part of the vehicle, as to the bob shown in the drawings, by means of the coupling-irons D—, secured one upon the frame of each runner by bolts D'— passing through bolt-holes D²— in the iron. The outer end of each coupling-iron is provided with an aperture D³— to receive a bolt D⁴— passed through the slot in one of the links of the draw-bar. The bolt is secured in place to hold the parts together by the nut D⁵— threaded upon its projecting end. When the bolts D⁴— are loosened, the draw-bar can be moved longitudinally to adjust its position relatively to the bob.

The thill-couplings J— have each a pair of ears J'— adapted to receive between them the thill-iron J²— on one of the thills, and perforated at J³— to receive the pivot or coupling-bolt J⁴—. Each thill coupling also has a threaded shank J⁵— inserted through the coinciding slots in the links and secured therein by a nut J⁶— on its projecting lower end. When the nut J⁶— is loosened, the shank J⁵— is free to slide longitudinally of the slot in the draw-bar, whereby the thill-couplings can be located in adjusted positions relatively to the bob or running part of the vehicle.

By means of the mechanism above described, I am able to provide a draw-bar that can be readily applied to various forms and sizes of vehicles, and to which thills of various sizes or widths can be easily connected.

The device is applicable alike to vehicles having wheels or runners, and is especially

adapted for use on single sleighs used on country roads, where it is desirable to have the horse track in line with one of the runners instead of in the middle of the road. I have
5 shown it so applied in Fig. 2 of the drawings.

The construction shown permits the device to be reduced to a compact form for shipment, or when not in use.

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

1. In a vehicle, the combination with the running part and thills, of a drawbar comprising a pair of slotted links adjustably movable longitudinally one upon the other, means
15 for securing the links together in adjusted positions, a separate connection between each link and the running part, and a separate

thill-coupling secured to and adjustable longitudinally of each link, substantially as described.

2. In a vehicle, the combination with a pair of slotted drawbar-links C^1 , C^2 , of a pair of coupling-irons D , D , adjustably secured to the respective links, a pair of thill-couplings J , J , adjustably secured to the respective links, 25 and yokes C^4 , C^4 , embracing both links immediately of the coupling-irons, substantially as described.

In testimony whereof I have hereunto set my hand this 21st day of February, 1894.

RICHARD WHALON.

Witnesses:

GEORGE H. PHALON,
ASAHEL STEARNS.