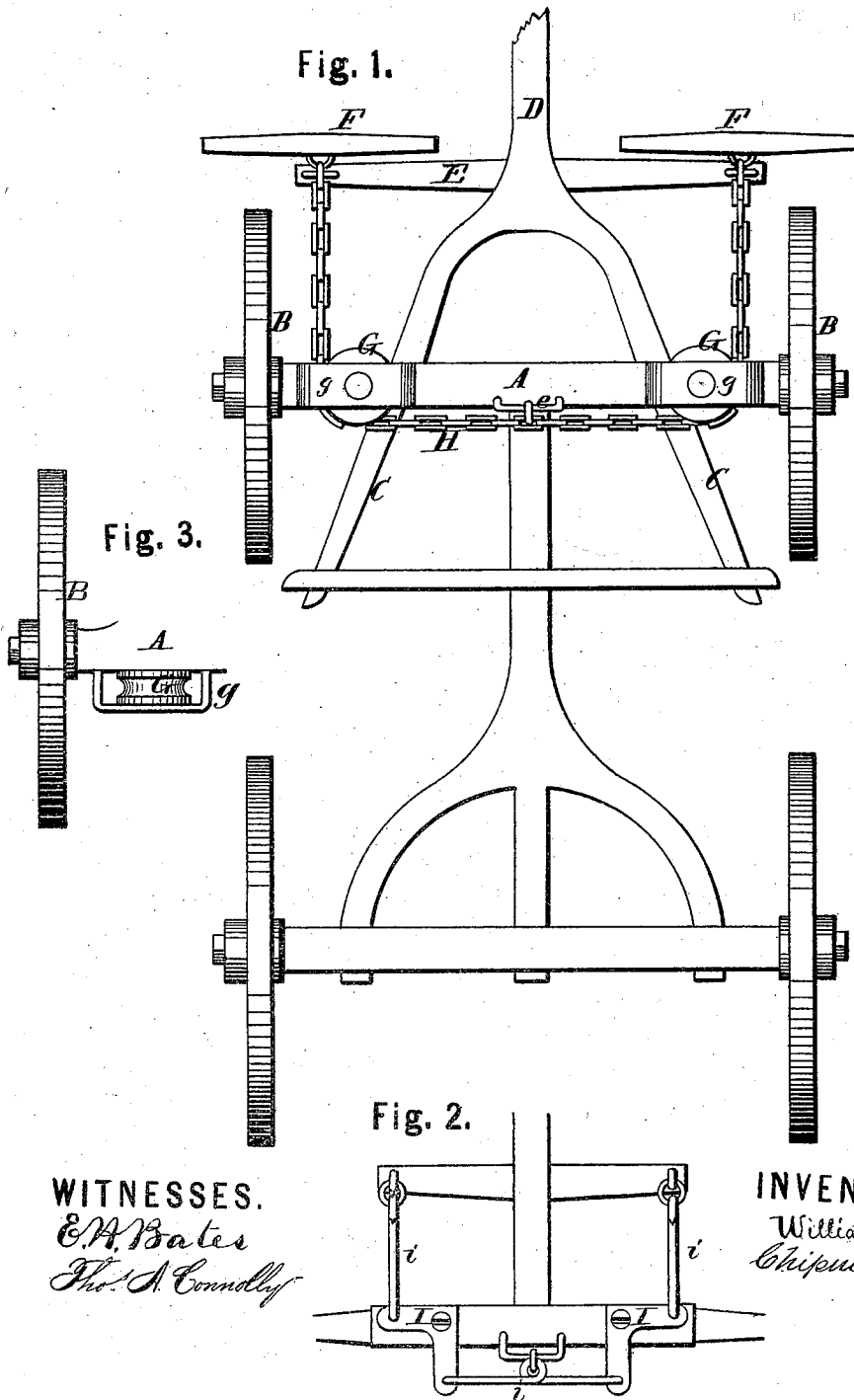


W. P. BROWN.

Improvement in Draft Attachments for Wagons.

No. 131,248.

Patented Sep. 10, 1872.



WITNESSES.
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WILLIAM P. BROWN, OF MALTA, OHIO.

IMPROVEMENT IN DRAFT ATTACHMENTS FOR WAGONS.

Specification forming part of Letters Patent No. 131,248, dated September 10, 1872.

To all whom it may concern:

Be it known that I, W. P. BROWN, of Malta, in the county of Morgan and State of Ohio, have invented a new and valuable Improvement in Draft Attachment; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawing making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a representation of a plan view of my invention. Fig. 2 and Fig. 3 are details.

This invention has relation to certain improvements in the running-gear of wagons; and consists in the construction and novel arrangement of devices and parts whereby the draft is applied to the under side and near the ends of the front axle, and is coupled directly to the single-trees, making it continuous from one single-tree to the other. By means of said improvements the draft-power is distributed and applied at points where it will have most effect and tend to lessen the labor of the horses. The tongue and whiffletree are entirely relieved of strain, the latter being used merely to support the single-trees.

My improvements make proper allowance for the changes of the line of draft occasioned by unequal pulling or from other causes, and enables obstructions to be more readily overcome by the wheels.

Referring to the accompanying drawing, A represents the front axle of a wagon. B B are the front wheels; C, the hounds; D, the tongue; E, the whiffletree; and F F, the single-trees. G G represent pulley-sheaves, supported by means of brackets *g*, and journaled

to and near either end of the axle A. H designates a chain, connecting together the two single-trees F F by being passed back underneath the axle and around the sheaves G G. The chain is also connected near either end to the whiffletree, but in such a manner as to support the single-trees and chain while allowing the whiffletree to be always free from draft. To the back part of the axle is attached a loop, *e*, to which is connected the chain H in such a manner as to have sufficient play to correspond to the movement or vibrations of the whiffletree.

In drawing the load the power is applied directly to the axle. The attachment of the chain being low, a lifting draft is provided and the labor of the team lightened. The draft is also applied near the ends of the axle, and perfect control of the wheels obtained, enabling obstructions to be easily overcome.

In Fig. 2 of the drawing is shown a modification of my invention. For the sheaves G G bell-cranks I I are substituted. The couplings *i i* may be either rods or chains. The operation of these devices is substantially the same as those first described.

What I claim as my invention, and desire to secure by Letters Patent, is—

The sheaves G and chain H, in combination with the front axle A, whiffletree E, and single-trees F, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

WILLIAM P. BROWN.

Witnesses:

G. S. CORNER,
N. CORNER.