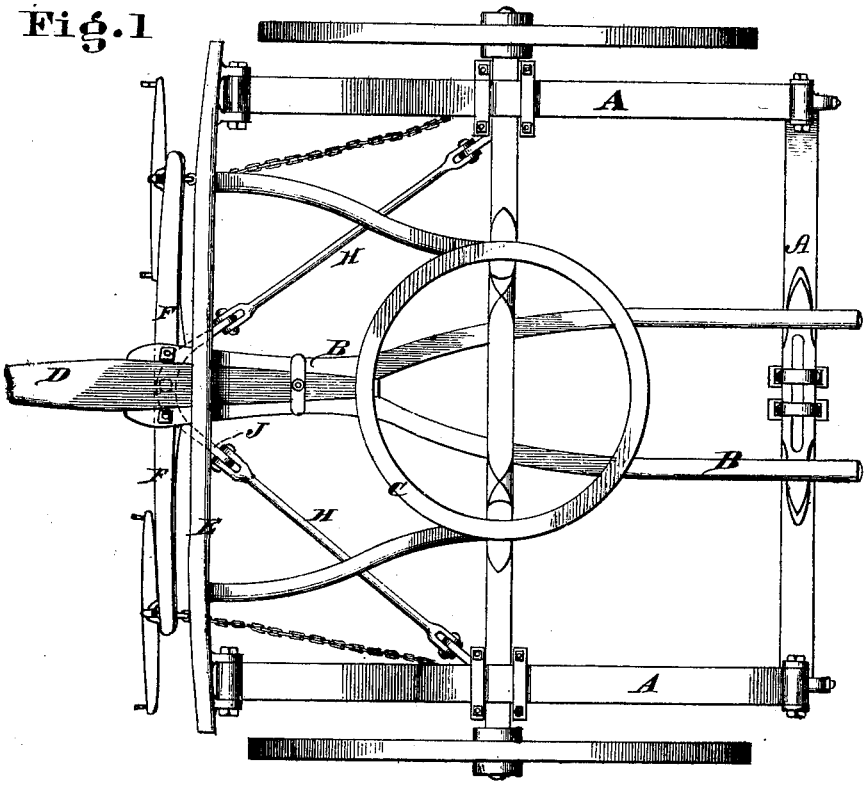
G. W. WILSON.

DRAFT ATTACHMENT FOR VEHICLES.

No. 185,809. Patented Dec. 26, 1876.

Fig. 1



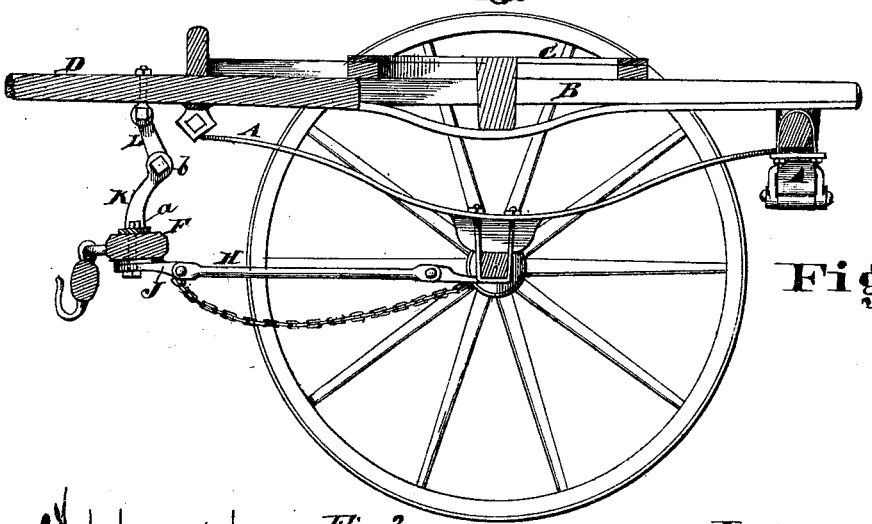
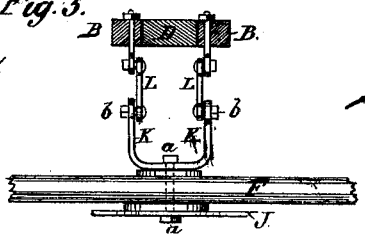


Fig. 2

Fig. 3.



Attest

William Mansfield.

James C. McGrath

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.