

F. POST.
Wagons.

No. 143,185.

Patented September 23, 1873.

Fig. 1.

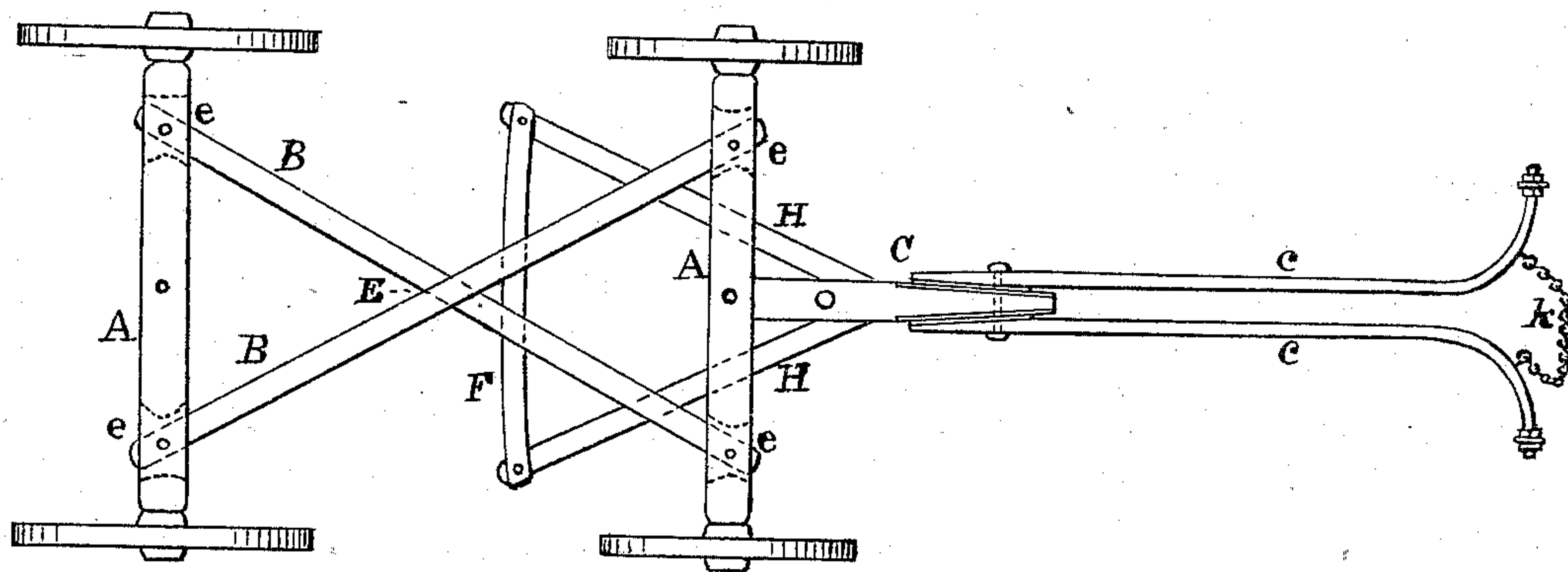
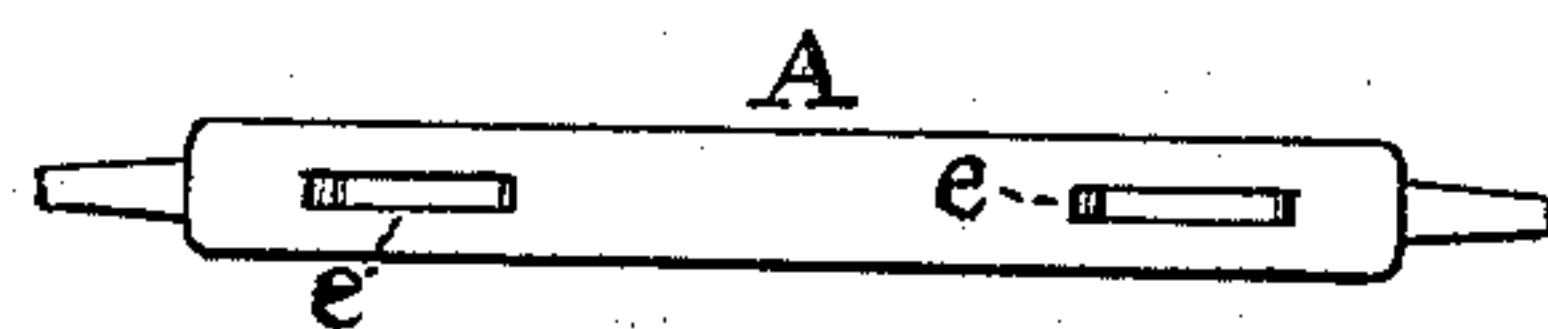


Fig. 2.



Witnesses ;

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UNITED STATES PATENT OFFICE.

FERDINAND POST, OF CLINTON, IOWA.

IMPROVEMENT IN WAGONS.

Specification forming part of Letters Patent No. **143,185**, dated September 23, 1873; application filed May 28, 1873.

To all whom it may concern:

Be it known that I, FERDINAND POST, of city of Clinton, county of Clinton and State of Iowa, have invented certain Improvements in Wagons. The following description, taken in connection with the accompanying plate of drawings hereinafter referred to, forms a full and exact specification, wherein I have set forth the nature and principles of the invention, by which the same may be distinguished from others of a similar class, together with such parts thereof as are claimed as new and are desired to be secured by Letters Patent of the United States.

My invention relates to vehicles; and the nature thereof consists in certain improvements in the construction of the same, and novel combination of parts, hereinafter more fully described.

In the accompanying drawing, which illustrates my invention, and forms a part of the specification thereof, Figure 1 is a plan of the vehicle.

In the drawing referred to, the axles A are connected by the reach-rods B, which cross each other at E, and are pivoted in longitudinal apertures cut in the said axles for their reception at e. The tongue C is secured to the front axle, and provided with hounds H, which are also secured to the said front axle, and the ends of which are connected together by the cross-piece F. By this construction the

said tongue is held firmly in position. The supplemental tongue-pieces c are so bent as to be fastened to the breasts of the horses, and are connected together by the chain k to prevent them from springing too widely apart. They are pivoted to the piece C in such a manner as to permit of their being moved up and down, but not laterally.

A vehicle constructed as thus described has the following advantages: It turns in less space than other wagons. In whatever way the vehicle turns, the rear wheels always follow the front ones. In case of a rough road or obstruction the tongue is not jarred, as the rear wheels are made to steady the front ones. The tongue-piece C being stiff, it is very easy to harness, and a neck-yoke may be dispensed with.

Having thus described the construction and operation of my invention, I claim—

The combination of the tongue-piece C, supplemental pieces c, chain k, axle A, hounds H, and cross-piece F, to operate together as described.

In testimony that I claim the foregoing I have hereunto set my hand and seal this 13th day of May, 1873.

FERDINAND POST. [L. S.]

Witnesses:

E. C. FOSTER,
H. EGER.