

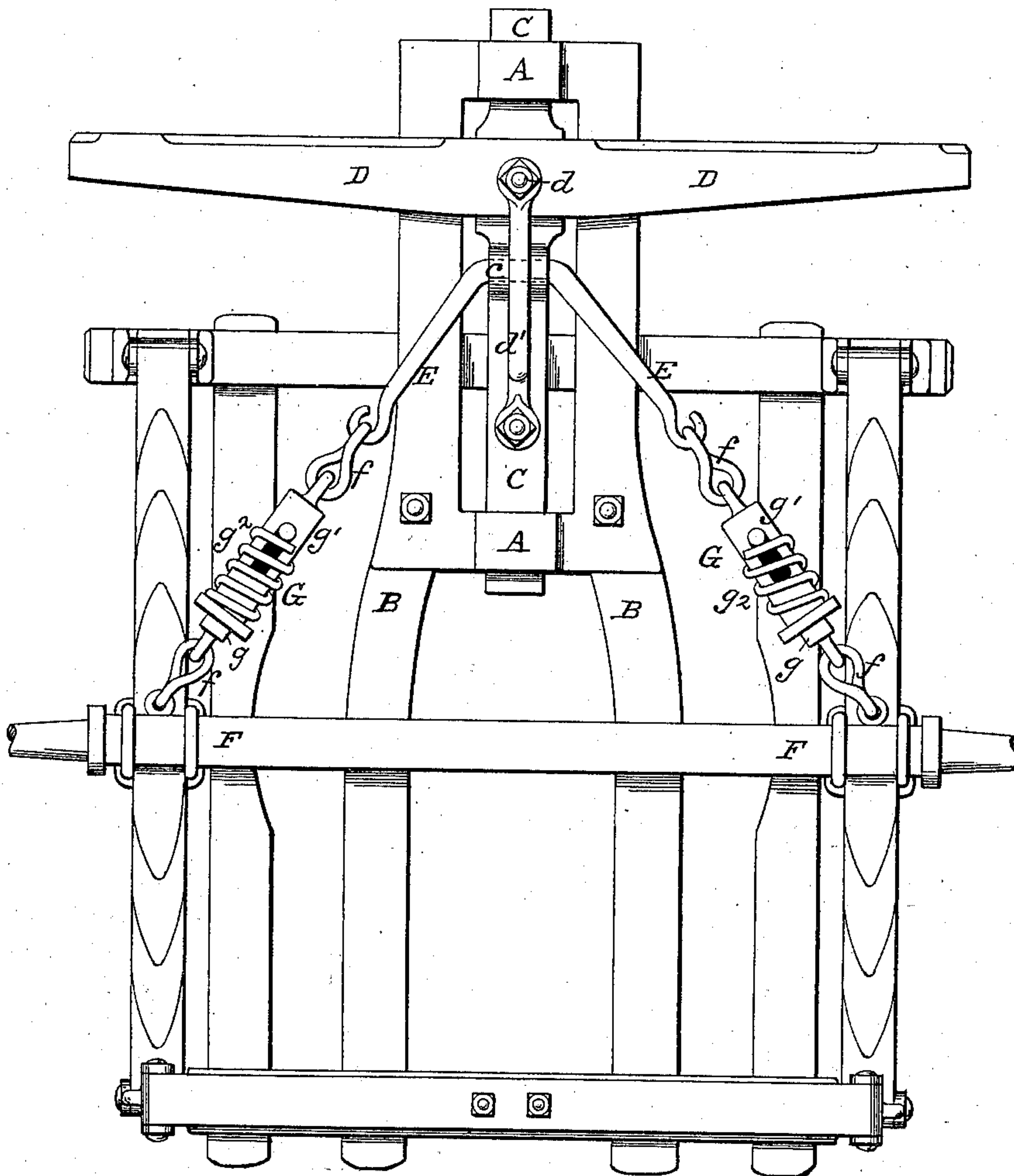
(No Model.)

J. G. UNSOELD.

DRAFT ATTACHMENT FOR WAGONS.

No. 383,784.

Patented May 29, 1888.



ATTEST:

W. H. Holmes

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by

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UNITED STATES PATENT OFFICE.

J. GEORGE UNSOELD, OF CHICAGO, ILLINOIS.

DRAFT ATTACHMENT FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 383,784, dated May 29, 1888.

Application filed October 19, 1887. Serial No. 252,859. (No model.)

To all whom it may concern:

Be it known that I, J. GEORGE UNSOELD, a citizen of the United States, and a resident of Chicago, in the county of Cook and State of Illinois, have invented a certain new and useful Improvement in Wagon-Axle Draft-Regulators; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawing, forming a part of this specification, which represents a plan view of the under part of the running-gear of a wagon to which my improved arrangement of parts is applied.

This invention relates to an improvement upon the subject-matter of Letters Patent No. 181,358, issued August 22, 1876, to J. H. Mueller and C. H. Meyer for a vehicle draft appliance; and the present improvement has for its object to provide means for preventing in a great measure injury to the shoulders of the team caused by the violent side jarring of the wagon-tongue when either of the front wheels strikes an obstruction or depression in the ground, which is a serious defect in the otherwise perfect construction of the aforesaid appliance.

To enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to more fully describe its construction and use.

Referring to the drawing, A represents the bracket guide or frame secured to the hounds B by suitable bolts. In this bracket is arranged to slide the draw-bar C, to which the eveners D of the doubletree is attached by the usual bolt, *d*, and strap *d'*, in the usual manner.

E is the rearwardly-extending V-shaped

draw-link, pivoted in an eye, *c*, of the draw-bar C, and having its rear ends connected to the front axle, F, adjacent to the hubs, by means of links *f f* and a yielding spring device, G, consisting of two longitudinally-moving parts, *g g'*, between which is interposed a stiff coiled spring, *g''*, as indicated in the drawing.

By the provision and arrangement of the yielding spring or elastic device G in the manner shown, injury to the shoulders of the team by the side jerking or twitching of the wagon-tongue is in a great measure prevented, and at the same time the draft is rendered more even and uniform.

I am aware that prior to my invention yielding spring devices have been inserted between the draw-bar or the eveners and the axle or other fixed part of a vehicle, and that such provision had been previously used in various forms. I therefore do not claim any such provision, broadly; but

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

In a draft-equalizer, the combination of the draw-bar C, sliding in the guide-bracket A, and carrying the eveners D, the rearwardly-extending V-shaped draw-link E, pivoted to the draw-bar C centrally, and duplicate links *f*, and spring devices G *g g' g''*, connected to the rear ends of the link E and axle F, the parts being arranged in the manner and for the purpose set forth.

In testimony whereof witness my hand this 12th day of October, 1887.

J. GEO. UNSOELD.

In presence of—

ROBERT BURNS,
W. H. HOLMES.