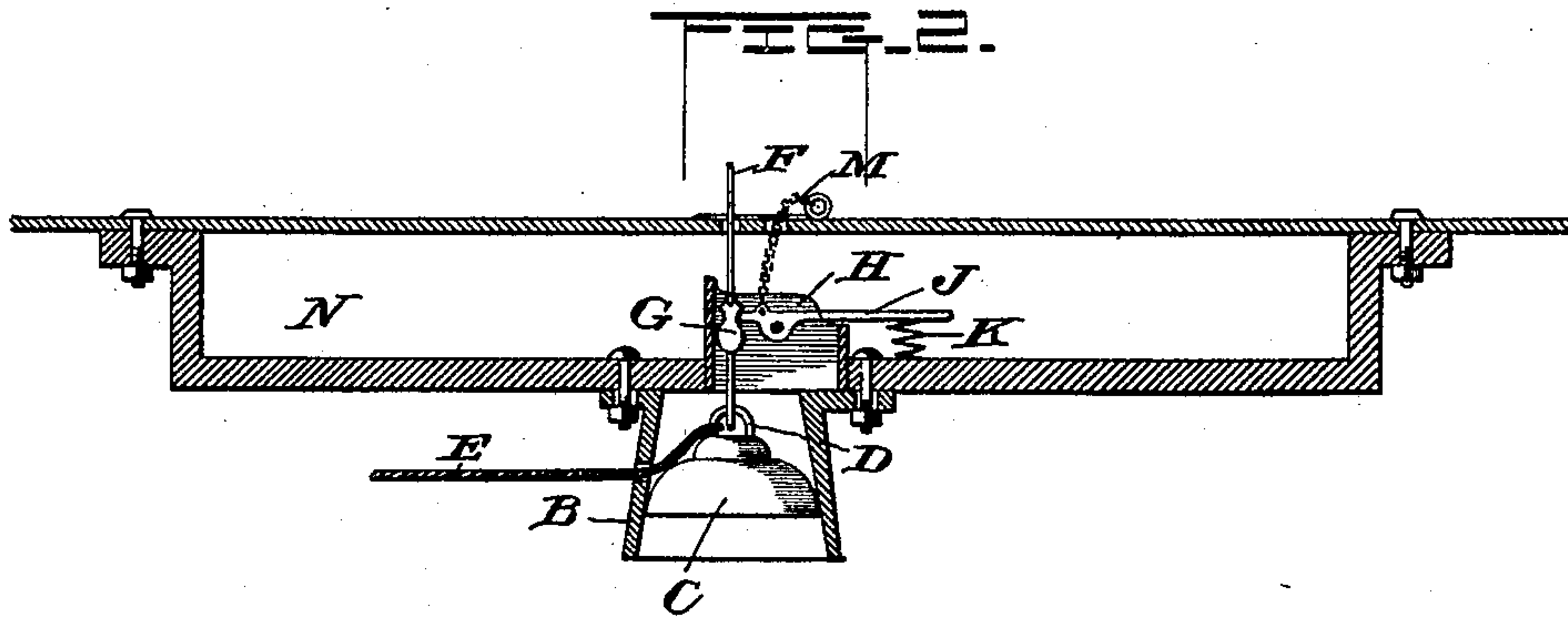
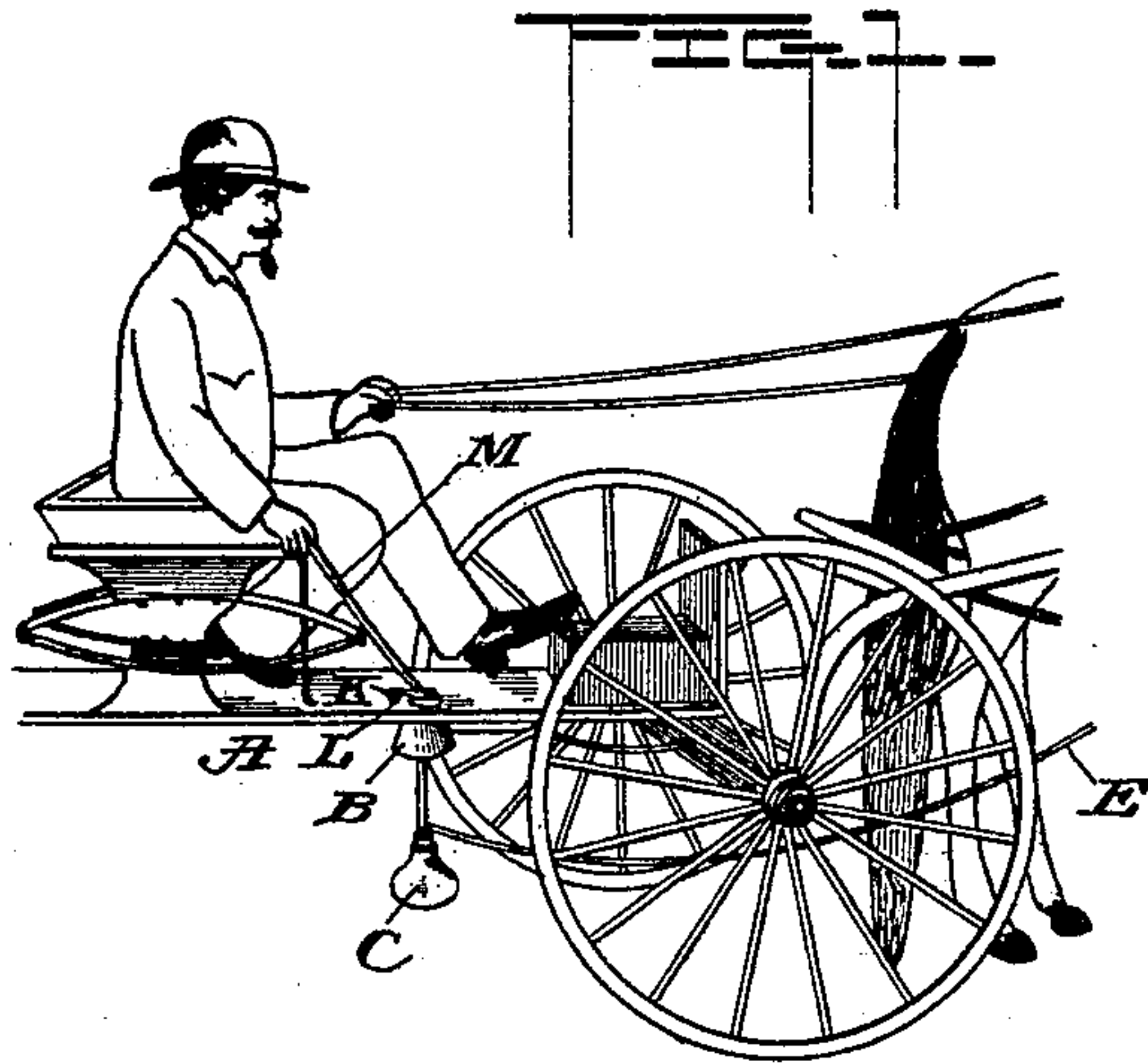


(No Model)

W. L. JOHNSON.
DROP WEIGHT FOR VEHICLES.

No. 583,290.

Patented May 25, 1897.



Witnesses
O. W. Smith
May E. Moore

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UNITED STATES PATENT OFFICE.

WILLIAM L. JOHNSON, OF PICO HEIGHTS, CALIFORNIA, ASSIGNOR OF
ONE-HALF TO J. J. O'BRIEN, OF LOS ANGELES, CALIFORNIA.

DROP-WEIGHT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 583,290, dated May 25, 1897.

Application filed August 7, 1896. Serial No. 602,065. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM L. JOHNSON, a citizen of the United States, residing at Pico Heights, in the county of Los Angeles and State of California, have invented certain new and useful Improvements in Drop-Weights for Vehicles; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in horse drop-weights; and the object of my invention is the provision of mechanism carried by or forming a part of the vehicle which will permit the occupant to drop the weight when desired from the vehicle with ease and quickness.

Another object of my invention is the provision of a drop-weight which will be concealed from view when not in use and which will be of simple and inexpensive construction and thoroughly efficient.

To attain the desired objects, the invention consists of a drop-weight embodying novel features of construction and combination of parts, substantially as disclosed herein.

Figure 1 represents a view showing a portion of a vehicle with my drop-weight applied. Fig. 2 represents a vertical sectional view of the drop-weight mechanism.

In the drawings, A designates a portion of a vehicle in connection with which I use my drop-weight mechanism, which consists of the housing or casing B, which is secured to the under side of the vehicle-body and which is to cover and protect the weight and mechanism.

C designates the weight, which is provided with the bail D, to which is connected the cord or chain E, which leads to the bridle or other part of the head-harness, and also connected with the bail is the cord F, which is provided with the lug or stop G and is arranged in the open casing H. In this open casing is pivoted the latch-lever J, one end of which engages the stop or button on the cord, and the other end is engaged by the spring K, the purpose of which is to cause the lever to firmly engage the stop or button when the weight is not in use, and leading from the spring-lever is the releasing hand cord or chain M.

My device may be attached directly to the bottom of the vehicle, or I may use a casing or housing N.

From the foregoing description, taken in connection with the drawings, the operation of my drop-weight will be readily understood, and it will be seen that in normal position the weight is raised and retained out of sight in the casing by means of the spring-latch lever engaging the button or lug, and when it is desired to drop the weight it is simply necessary to draw the hand-cord up, which releases the lever from contact with the button and the weight falls to the ground. When it is desired to lift the weight, the cord carrying the button is raised and the weight is retained up by the spring-lever engaging the said button, as will be apparent.

I claim—

1. The combination of the weight, a strap or cord leading from said weight to the harness, a cord or strap leading from the weight into the vehicle, a button on said strap, a lever pivoted intermediate of its ends and having its inner end constructed to engage the button to hold the weight up, a spring under the free end of said lever to operate said lever and a cord or chain connected to the lever to release the same.

2. The combination with the vehicle, of the box or casing secured thereto and having an opening therein, the shield or guard for the weight secured to the underside of said casing or box, the weight arranged in said shield and having the bail or staple, the cord or strap leading from said staple to the harness, the cord connected to said staple passing up through the opening in the box or casing and through the vehicle-body, the button or stop on said cord, the bracket around the opening of the box or casing forming a guide for the button, the lever fulcrumed in said bracket and having one end adapted to engage the button, the spring under the free end of the lever, and the releasing-cord leading from the lever into the body of the vehicle.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM L. JOHNSON.

Witnesses:

F. M. FLECK,
F. R. ELLIS.