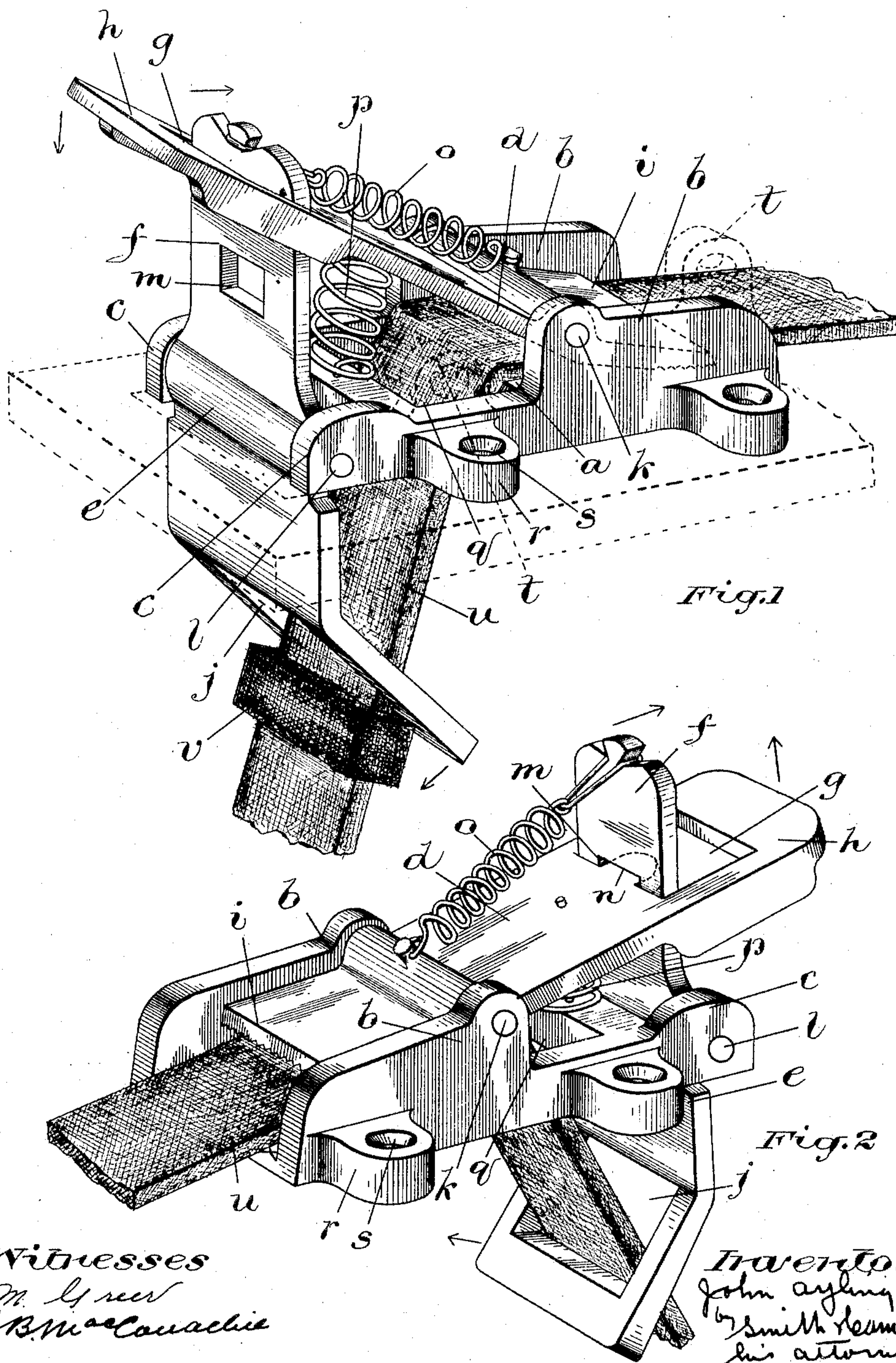


No. 777,174.

PATENTED DEC. 13, 1904.

J. AYLING.
WEIGHT HOLDER FOR VEHICLES.
APPLICATION FILED MAR. 10, 1904.

NO MODEL.



UNITED STATES PATENT OFFICE.

JOHN AYLING, OF MIMICO, CANADA.

WEIGHT-HOLDER FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 777,174, dated December 13, 1904.

Application filed March 10, 1904. Serial No. 197,598. (No model.)

To all whom it may concern:

Be it known that I, JOHN AYLING, brick-maker, of the town of Mimico, in the county of York, in the Province of Ontario, Canada, have invented certain new and useful Improvements in Weight-Holders for Vehicles; and I do hereby declare that the following is a full, clear, and exact description of the same.

The objects of my invention are to provide an attachment that may be fixed in any convenient position to the vehicle to hold the weight when raised from the ground and readily release it when required for use.

The device is so constructed that it may be placed so that the weight when raised from the ground will be suspended to the under side of the vehicle, and thus prevent dirt from getting into the vehicle. Further, the attachment allows the weight being raised by simply drawing on the weight-strap and lowered by simply pressing a lever, and thus saving a lot of labor and lifting where the device will be used for delivery-vans, where the driver has to stop and weight his horse often. I attain these objects by the device as illustrated in the accompanying drawings.

Figure 1 is a perspective view of the device, showing it in the position as when the weight is suspended or out of use. Fig. 2 is a perspective view showing the device in position when the weight is lowered or in use.

Like letters refer to like parts throughout the specification and drawings.

a is the body-piece or base, that may be cast in any suitable size or shape. Projecting upward at one end are two lugs *b*, and extending rearwardly from the opposite end are two lugs *c*. Pivoted between the lugs *b* is a clamping-lever *d*, and pivoted between the lugs *c* is an operating and locking lever *e*. The upper part *f* of the lever *e* passes through an opening *g* in the end *h* of the lever *d*. The other end of the lever *d* terminates in the clamping-jaw *i*, which lies close to the upper and front part of the body-piece *a*. The under side of the jaw *i* and the upper faces adjacent to the jaw *i* of the body-piece *a* is serrated or roughened for the purpose that will be later specified. The lever *d* depends below the body-piece *a* and is crooked and bent

under and provided with a slot *j*. Passing through the lugs *b* and the lever *d* is a pivotal bolt *k*, and passing through the lugs *c* and lever *e* is a pivotal bolt *l*. In the upper end *f* of the lever *e* is an opening *m*, and projecting from one of the sides of the opening *g* in the end *h* of the lever *d* is a lug or pin *n*, adapted to engage in the opening *m*. Fastened between a pin or lug on the upper end *f* of the lever *e* and a pin projection from the center part of the upper face of the lever *d* is a coiled spring *o*, and arranged between the end *h* of the lever *d* and the upper face at one end of the body-piece *a* is a compressible spring *p*. Passing through the body-piece *a* is a slot *q*. Projecting laterally from each side of the body-piece *a* are lugs *r*, having bores *s*, and projecting upward from the body-piece *a* and one of the lugs *b*, respectively, are lugs *t*. The lugs *r* are arranged so that the device can be bolted to the bottom of the vehicle, and the lugs *t* are arranged so that the device could be bolted to the side of a vehicle. As shown in the drawings, I show a section of a weight-strap *u* passing under the jaw part *i* of the clamping-lever *d*, down through the slot *q* in the body-piece *a*, and through the slot *j* in the end of the operating-lever *e*. Fastened to the strap *u*, adjacent to the slot *j*, is a cleat or buckle *v*, large enough to be prevented from passing through the slot *j*. The cleat or buckle *v* may be adjustably fastened to the strap *u*.

The operation of the device is as follows: The device is fastened in any convenient position in the bottom or side of the vehicle, having a hole cut in the bottom to correspond with the slot *q* in the body part and to permit the lower part of the lever *e* to pass through. The weight-strap *u* is then passed through the slot *j*, up through the slot *q*, under the jaw part *i* of the clamping-lever *d*, and fastened to the horse's head. As shown in Fig. 1, the device shows the position of all the parts when the weight is raised from the ground. To lower the weight, as the device shows in Fig. 2, a slight downward pressure is given to the end *h* of the lever *d* or downward until the lug or pin *n* springs into the opening *m* in the end *f* of the lever *e*, the end being drawn inward by

the tension of the coiled spring *o* and held there when the lug or pin *n* is opposite the opening *m*. By the downward movement of the end *h* of the lever *d* the front or jaw part *i* is raised through the fulcrum formed at the point of the bolt *k*, and the pressure is raised from the strap *u* and the strap *u* is free to slide through the different slots and openings through which it passes by the weight of the weight fastened to the end of the strap. To raise the strap from the ground, the strap *u* is taken hold of in front of the jaw part *i* and is drawn through until checked by the cleat or buckle coming in engagement with the lower part of lever *e*, which draws the lower end inward and the upper end *f* outward, as shown by arrows, until the pin *n* is disengaged from the opening *m*, and the upper end *h* of the lever *d* is forced upward by the compression-spring *p*, and the jaw part *i* of the lever is forced downward to firmly clamp or grip the strap *u* between the jaw *i* and the body part, the serrations on the body part and jaw insuring the strap against slipping, provided the tension is not strong enough.

In the drawings I have only shown the device and a section of the weight-strap in engagement, it being understood that the weight-strap will be of a suitable length and provided with a weight long enough to extend from the horse's head to the vehicle.

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

1. In a weight-holding attachment for vehicles, a suitable base, said base having lugs projecting upward from the top face of said base, lugs extending rearwardly from one end

of said base, and fastening-lugs extending laterally from each side of said base, said lugs being formed integral therewith, a clamping-lever pivoted between said upwardly-extending lugs, and an operating-lever pivoted between said rearwardly-extending lugs, the upper ends of said clamping-lever and operating-lever, being in, interlockable engagement with each other, an actuating coiled spring connecting said levers, and compressible spring between said base and said clamping-lever, slots formed in said base, and lower end of said operating-lever, substantially as specified.

2. In a weight-holding attachment for vehicles, a suitable base, said base having lugs projecting upwardly, rearwardly, and laterally therefrom, said lugs being formed integral therewith, a clamping-lever pivoted between the upper lugs, and operating-lever pivoted between the rearward lugs, one end of said clamping-lever terminating in a jaw, and an opening in the other end, the upper end of said operating-lever adapted to project through said opening, an opening in the projected end of said operating-lever, said opening adapted to have the pin projecting from the side of opening in said clamping-lever engage therewith, slots formed in the base, and lower end of operating-lever, actuating springs, engaging with said levers, and said levers and base, substantially as specified.

Signed at Toronto this 13th day of February, 1904.

JOHN AYLING.

Witnesses:

GEORGE B. MACCANOCHIE,
A. A. ADAMS.