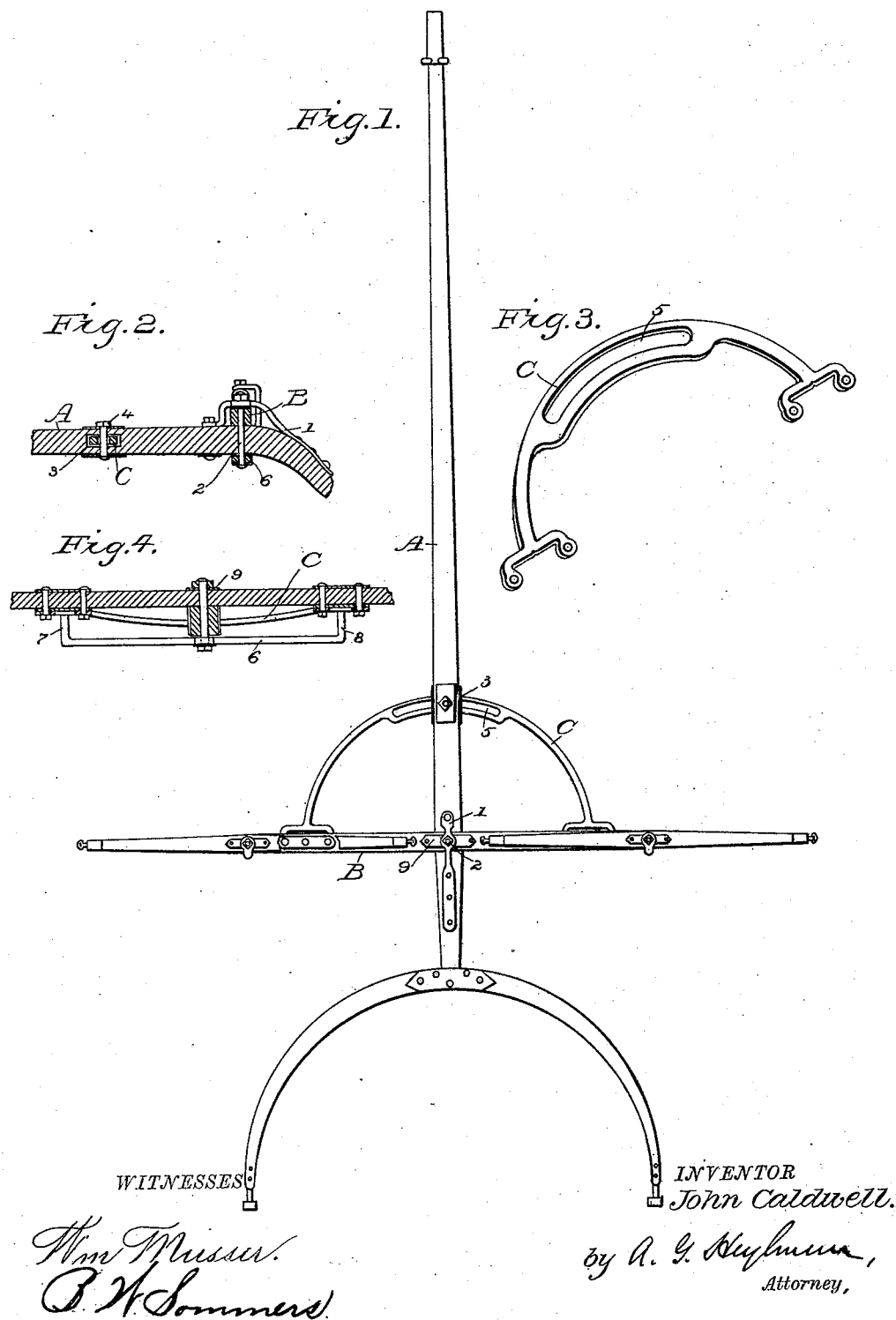


(No Model.)

J. CALDWELL.
WHIFFLETREE.

No. 455,918.

Patented July 14, 1891.



UNITED STATES PATENT OFFICE.

JOHN CALDWELL, OF SHREVEPORT, LOUISIANA.

WHIFFLETREE.

SPECIFICATION forming part of Letters Patent No. 455,918, dated July 14, 1891.

Application filed May 3, 1890. Serial No. 350,483. (No model.)

To all whom it may concern:

Be it known that I, JOHN CALDWELL, a citizen of the United States of America, residing at Shreveport, in the parish of Caddo and State of Louisiana, have invented a new and useful Whiffletree, of which the following is a specification.

My invention has relation to improvements in whiffletrees, and the object is to provide improved means for regulating and checking the variance of draft on the doubletree of road-vehicles.

My invention is hereinafter fully described, and specially pointed out in the claim.

I have clearly illustrated my invention in the accompanying drawings, wherein—

Figure 1 is a plan view showing the device applied to a tongue and doubletree. Fig. 2 is a longitudinal central sectional view of that portion of the tongue and transverse section of the doubletree at the parts where the device is applied. Fig. 3 is a view of the check-piece detached, and Fig. 4 is a sectional view taken longitudinally through the doubletree.

A designates a tongue of a vehicle of the usual construction, and B designates the doubletree, these parts being connected by the usual keeper 1 and king-bolt 2. In the tongue, at a suitable distance in advance of the doubletree, is formed a transversely-arranged slot 3, and in the tongue is a vertically-arranged bolt 4, which crosses through the slot in its passage through the tongue. A nut on the threaded lower end of this bolt holds it in place.

C designates the regulating plate or bar constituting the check-piece of the device. This consists of a curved metal bar having its ends secured to the doubletree, substantially as shown in the drawings, and having formed in its middle a slot 5. This bar is passed through the slot 3 in the tongue, with its slotted portion therein, and there held in movable condition by the bolt 4 in the tongue,

the ends of the bar being subsequently secured to the doubletree. The ends of the slot in the bar limit the swing of the doubletree, and, being located within ready visual observation of the occupant of the vehicle, it can be readily ascertained whether one of the team is pulling in advance of the other one. The bar C may be made of small-sized iron and plated or otherwise ornamented to present a pretty appearance. The curve of the check-bar is arranged to move through the slot in the tongue on a circle having the king-bolt for the center.

To hold the doubletree firmly in position, I provide a keeper 6, consisting of a bar having its ends struck up, as seen at 7 8, and secured to the doubletree. The middle or bar portion is arranged under the tongue and the king-bolt projected through a hole in its middle and secured by the nut on the bolt. A top plate 9 is secured on the top face of the doubletree, as shown.

My invention, it will be observed, does away with the usual perishable stay-straps connecting the ends of the doubletree with the axle, pole, circle, or hounds and lessens the liability of the breaking of the circle or pole.

Having thus described my invention, what I claim is—

The combination, with the doubletree and the tongue of a vehicle, said tongue being formed with a transverse slot 3, of a curved check-bar c, formed with a curved slot 5, and integral end fastenings secured to the doubletree, and a bolt projected through the tongue and through the slot in the check-bar, substantially as described.

In witness whereof I have hereunto set my hand in the presence of two attesting witnesses.

JOHN CALDWELL.

Attest:

A. G. HEYLMUN,
B. W. SOMMERS.