No. 650,031. Patented May 22, 1900.

L. L. BASSETT.

ATTACHMENT FOR VEHICLE RUNNING GEAR.

(Application filed Dec. 4, 1899.)

(No Model.)

Fig. 1.

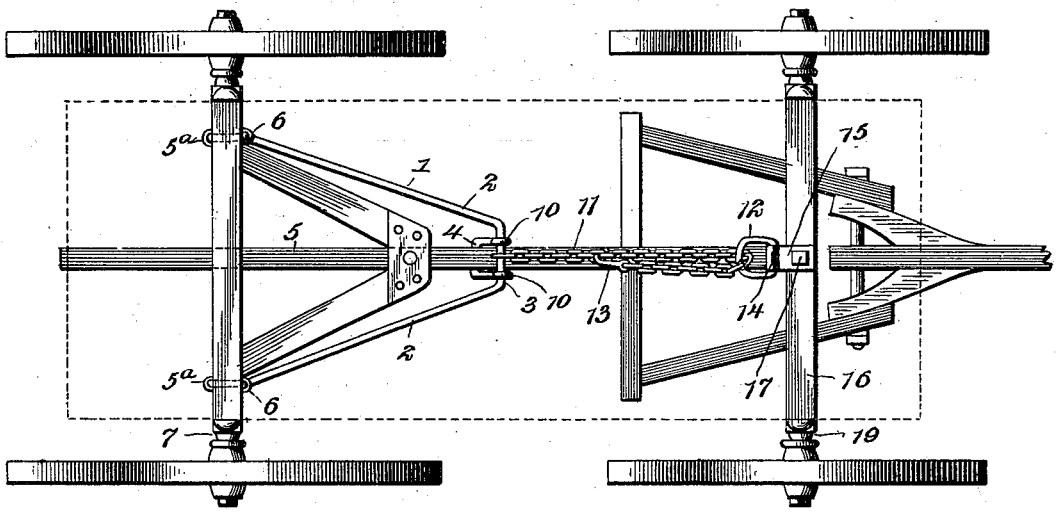


Fig. 2.

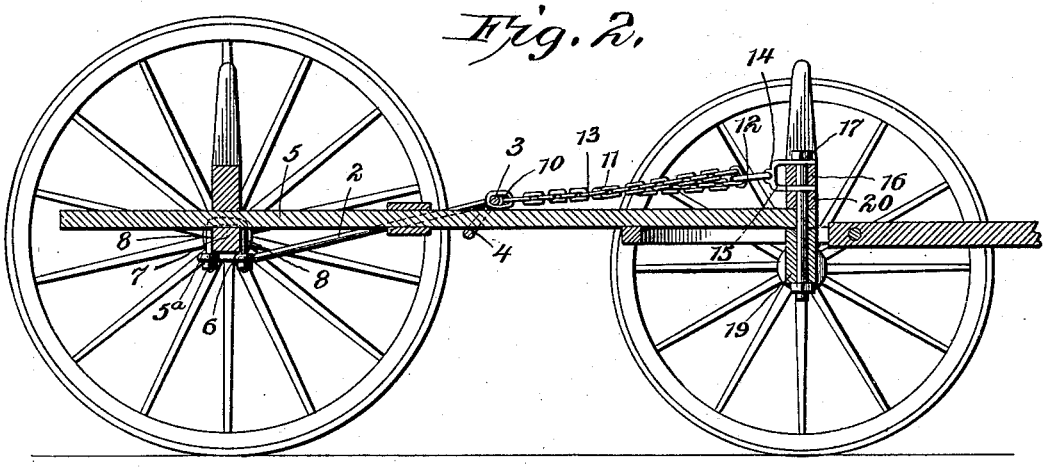


Fig. 3.

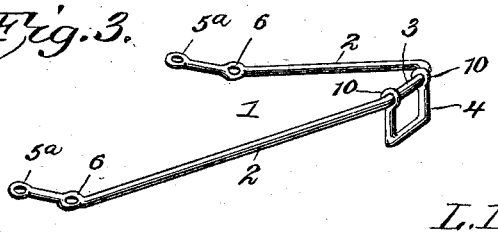
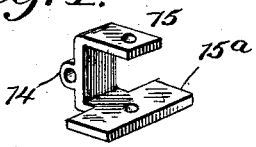


Fig. 4.



Witnesses
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By his Attorneys.
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UNITED STATES PATENT OFFICE.

LAWRENCE LEE BASSETT, OF RICHLAND, TEXAS.

ATTACHMENT FOR VEHICLE RUNNING-GEAR.

SPECIFICATION forming part of Letters Patent No. 650,031, dated May 22, 1900.

Application filed December 4, 1899. Serial No. 739,160. (No model.)

To all whom it may concern:

Be it known that I, LAWRENCE LEE BASSETT, a citizen of the United States, residing at Richland, in the county of Navarro and State of Texas, have invented a new and useful Attachment for Running-Gear, of which the following is a specification.

The invention relates to improvements in attachments for running-gear.

The object of the present invention is to provide a simple, inexpensive, and efficient device adapted to be readily applied to the running-gear of a vehicle and capable of reinforcing the reach and of relieving the same of strain and adapted to support a stiff tongue to relieve the neck of the draft-animals of strain.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a plan view of a running-gear provided with an attachment constructed in accordance with this invention. Fig. 2 is a longitudinal sectional view. Fig. 3 is a detail perspective view of the yoke. Fig. 4 is a detail perspective view of the front stirrup or yoke.

Like numerals of reference designate corresponding parts in all the figures of the drawings.

1 designates an approximately-triangular yoke composed of forwardly-converging sides 2 and a connecting transverse portion 3, from which depends a rectangular loop 4, adapted to receive a reach 5. The converging sides 2, which form or constitute braces, are provided at their rear portions with eyes 5^a and 6, arranged in pairs and secured to the rear axle 7 by means of clips 8 or other suitable fastening devices. The rear portions of the sides of the yoke are arranged in a horizontal plane and are located at the lower face of the rear axle, as clearly illustrated in Fig. 2 of the accompanying drawings, and the clips 8, which embrace the rear axle, are provided with nuts which engage the rear portions of the sides of the yoke. The sides of the yoke incline upward at opposite sides of the reach, and the transverse connecting portion 3 is located above the same. The loop 4, which is rectangular, is provided at the upper ends of its sides with eyes 10, which receive the transverse portion of the yoke.

The transverse portion of the yoke passes through the rear link of a longitudinal chain 11, which extends from the yoke to the front portion of the running-gear. The chain, which passes through a horizontal loop or ring 12, is doubled at its front portion and is provided with a hook 13, adapted to engage any one of the links of the main or body portion of the chain, whereby the flexible connection between the front portion of the running-gear and the yoke may be varied in length to correspond to the distance between the front and rear axles and to enable the running-gear to be lengthened and shortened. The loop or ring, which is disposed horizontally, is linked into an eye 14 of a yoke or stirrup 15, and the latter, which is substantially U-shaped, has its sides located above and below the front bolster 16, as clearly shown in Fig. 2. The sides of the stirrup or yoke 15 are perforated for the reception of the king-bolt 17, and the front end of the reach is pivoted between the front axle 19 and the sand-board or bolster 20 in the usual manner. The lower portion of the stirrup or yoke is provided at opposite sides with lateral extensions 15^a, and it forms a bearing for the front bolster and the adjacent sand-board or bolster 20.

The connection between the rear axle and the front portion of the running-gear prevents the front bolster from tipping forward, and it thereby relieves the reach of strain and reinforces the same. It also enables a stiff tongue to be employed, and it will prevent the same from exerting any strain on the necks of the draft-animals.

It will be seen that the device is exceedingly simple and inexpensive in construction, that it is adapted to be readily applied to the running-gear of a vehicle, and that it is capable of supporting the front portion of the running-gear and of preventing the front bolster from tilting forward and straining the reach. It will also be apparent that it relieves the reach of longitudinal strain, and that it will enable a stiff tongue to be employed without injuring the running-gear,

and that such stiff tongue will be supported, whereby the necks of the draft-animals will be relieved of strain.

What is claimed is—

1. A device of the class described comprising an approximately-triangular yoke designed to be attached to the rear axle of a running-gear and provided with a front connecting portion adapted to be located above the reach, a loop depending from the front end of the yoke and adapted to receive the reach, and connections between the yoke and the front portion of the running-gear, substantially as described.

2. A device of the class described comprising a yoke designed to be secured to the rear portion of a running-gear, a link hinged to the front of the yoke and adapted to receive the reach, and an adjustable connection between the yoke and the front portion of the running-gear, substantially as described.

3. A device of the class described comprising a pair of converging braces designed to be secured to the rear portion of a running-gear, a link or loop designed to be secured to the front portion of the running-gear, a flexible connection passing through the link or loop and extending therefrom to the said braces and capable of adjustment, and a loop depending from the braces and adapted to receive the reach, substantially as described.

4. A device of the class described comprising a stirrup adapted to embrace the front bolster, provided with perforations to receive the king-bolt and having an eye, a link arranged in the eye, an approximately-triangular yoke designed to be arranged at an inclination and adapted to be secured to the rear axle, a loop depending from the yoke and adapted to receive the reach, and a flexible connection attached to the yoke, passing through the link and provided with means for adjusting it, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

LAWRENCE LEE BASSETT.

Witnesses:

W. T. GROGAN,

J. M. KENNEDY.