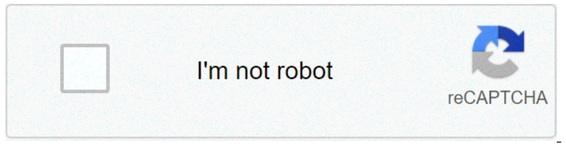

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Horse drawn chariot

A wagon is a two-wheeled vehicle pulled by horses. In Latin biga is a two-horse chariot, and quadriga is a four-horse chariot. It was used for battle during the Bronze and Iron ages, and continuÃ² to be used for travel, processions and in games after he was ousted militarily. Early forms may also have had four wheels, although they are usually not referred to as wagons. The critical invention that allowed the construction of light tanks and horse-drawn for use in battle was the spoked wheel. In these times, most of the horses could not support the weight of a man in battle; the original wild horse was a large pony in size. The wagons were effective in war only on fairly flat terrain and open. While the horses were gradually bred to be bigger and stronger, chariots gave way to cavalry. The first wagons spoked wheels dating to about 2000 BC and usage reached 1300 BC (See Battle of Kadesh). The chariot races continued to be popular in Constantinople until the sixth century. Mycenae Mycenaean Greeks used it in battle wagons. Administrative documents in Linear B script, mainly in Knossos, list chariots (Wokha) and their spare parts and equipment, and distinguish between carriages assembled and unassembled. The ideogram linear B for a carriage (B240, D800; DCCC;) is an abstract design, which shows two wheels to four bits. Wagons fell out of use with the end of the Mycenaean civilization, and even in the Iliad, the heroes use the chariots merely as a means of transport, and removed before engaging the enemy. The wagons were kept only for the races in public games, or for processions, apparently without undergoing any alteration, their form continues to correspond to the description of Homer, although it was lighter in construction, only having to bring the wagon. Cyprus Greece, Helios (or Helius) Classic in her wagon with horses Pyrois, Eos, Aethon and Phlegon, probably image from a Krater of 435 A.C., British Museum, London Classic Greeks had a one not very effective) cavalry, and the rocky terrain of the Greek mainland is not unbeaten for wheeled vehicles. Despite this, the wagon maintained a high status, the memories of his epic were handed down in epic poetry, and they were oats for competitions at Olympic and Panatenate games. chariot races were held in all panhellenic games. the ancient Greek chariots dear Greeks were made to be drawn by two horses attached to a central pole. if two additional horses were added, they were attached on each side of the main pair by a single bar or track fixed at the front of the carriage, as you can see on two prize vessels in the british museum by the panatenatic games of Athena, Greek, in which the driver is sitting with the feet resting on a table hanging in front of the legs of his horses. the same biga consists of a seat resting on the axle, with a guide on each side to protect the driver from the wheels. Greek wagons seem to have missed any other attachment to horses, which would have made it difficult. the body or the basket of the wagon rested directly on the axis that connects the two wheels. there was no suspension, making this a form of transport uncomfortable. on the front and sides of the basket there was a semicircular guard of about 3 feet (1 m) high, to give some protection from the enemy attack. in the back the basket was open, making it easy to mount and disassemble. there was no place, and generally only enough space for the driver and a passenger. athena on a wagon, 4th century ac, cyprus the central pole was probably attached to the center of the axis, although it seems to spring from the front of the basket. at the end of the pole there was the yoke, which consisted of two small saddles that mount the neck of the horses and fixed by broad bands around the chest. besides this the harness of every horseIn a bridle and a couple of reins. The reins were mostly the same as those in use in the nineteenth century, and were made of leather and ornaments with ivory or metal. The reins have been crossed through rings attached to the collar bands or yoke, and were long enough to be tied around the waist of the ceramic material to enable them to defend themselves. The wheels and the basket of the cart were usually made of wood, reinforced in places with bronze or iron. They had four to eight spokes and tires bronze or iron. Most of the other nations of this time had design wagons similar to the Greeks, the main differences are the media. Mythology Strange wagons loved ones "No one will have my daughter," said the old king, "as long as © does not prove that it is worthy to be my son. If you wanted, you have to come to her in a chariot drawn by a chariot drawn by a chariot Lion and a boar. If you come in any other way, it will not be your wife. "He laughed Pelias, and guidÃ² the young man out of his house. Addettus is left feeling very sad; For those who have never heard of exploiting a lion and a boar together in a wagon? The most courageous man in the world could not do a thing like that .... It was not yet noon when they reached the edge of the woods and he saw the sea and the city of Iolcus just a little 'off. A golden chariot she stopped on the roadside as if waiting for him, and the lion and the wild boar were soon harnessed to it. It was a strange team, and the two beasts have tried to fight one another; But Apollo has launched them with a whip, and led them until they lost their ferocity and were ready for the mind reine. Then Admeto arrampicÃ² in the wagon; And Apollo stood beside him and held the reins and the whip and drove in Iolcus. James Baldwin, old Greek stories Hermes and his (driving) Chariot Nike and Hercules and a Centaur Quadriga (Look at the faces of barbarians centaurs) Quotes, observations Iliad describes a race of Chariot held for Patroclus Iliad 23. Herodotus called a family A rich tetrippotrophon (in to keep four horses for a race) References Anthony, David W., 1995, Horse, Wagon & Chariot: Indo-European languages and archaeology, antiquity"The Northern Frontier at Pre-China Imperiale", Cambridge history of ancient China (pp. 885-966) ch. 13, NICLE OF COSMO The central pole was probably attached to the center of the axis, if it looks spring from the front of the basket. At the end of the pole he was the yoke, Links Aurighi of Delphi and Mozia in reality, the wagon is difficult to classify as a piece of military equipment. It was certainly a means of transport, but at the same time, most analyst consider a weapon. Clearly, in the hands of the Hittites, one of Egypt's main opponents during the new kingdom, their heavy machines were weapons used to crash against the troops of their enemies. However, Egyptian wagons have not been used in the same way, and their use was more than a support role for the archers who led them. History Chariots are the culmination of a natural technical evolution. In the Middle East, as soon as we find the proof of wagons pulled by donkeys, mules, oxen and even goats, which we find these same primitive vehicles used at war. It was on the fertile plains of Mesopotamia and Anatolia that the precursor to the cart was created. The famous Sumera "Standard of Ur" depicts this first form of a tank with four wheeled four-wheeled wheels or donkey / hybrid onagers, together with a driver and a warrior armed with lances and axes on horseback in battle on the corpses of killed. In reality, Sir Leonard Woodlley discovered different burials between the royal tombs where the warriors and kings were buried not only with their wagons and wagons, but also with shooting animals and the driver! A subsequent development in Mesopotamia was a type of two-wheeled vehicle whose solitary occupant sitting riding a central beam as a horse of an animal. However, it is probable that the first real wagons have been developed in the Eurasian steppes, as they show burials discovered along the border between Russia and e Although this is still the subject of scientific debate. Horse-carbon radio dating remains interrupted with wagons now indicates that this ancient prairie culture, called the archaeologists the Sintashta-Petrovka people, began to use wagons around the beginning of the middle bronze period, two hundred years before the first tests Middlein wagons. (Based on the style of the artifacts found in burial sites, the previous Russian researchers dated the syntast wagon two centuries after the first wagon use test in the Middle East. To resolve this dispute, a more accurate carbon radio test is required.) The wagon quickly became the transport of Éti Lite, both for war, religion or state affairs, even if the humble ass remained an important and decent mode of transport to the introduction of the horse. This was this development that gave the real impulse to the wagon, which has now become an even larger weapon, combining high speed, strength, durability and mobility that could not be combined by the infantry. At the same time the form of construction "cross bar" started the extremely light ray wheel. This gave the cart a speed and maneuverability even greater without compromising stability and strength. This expensive weapon spread throughout the Middle East and is thought to reach Egypt with the Hyksos conquered during the second intermediate period. It spread to Asia Minor, Greece and was known in northern Europe from 1500 A.C. The Egyptian wagon betrayed his Asian origin in various ways, by the names of his parties that were Semitic and his decorations that often took over the form of palm branches or animals that oppose each other, both Syrian motifs. However, in the 15th century A.C., Pharaoh Tutmoses III was more than a thousand wagons available to him; In 1400 A.C. The great king of the Mitanni had accumulated several times. We can imagine these enormous numbers of Loading through the plain plain to the enemy; The psychological impact of this charge would have been enormous on unchanged and unstable troops. With the advent of horse riding the 1000 BC lost most of its military importance and from that moment on, the cart has been more replaced by the use of the mounted cavalry. Yet the wagons continue to be used in particular for hunting, and sometimes for sports races, long after the disappearance of his utility at war. Designing the Egyptian horse-drawn wagon (WRRT or MRKBT) typically consisted of a light wooden semicircular framework with an open back over a throat and two wheels of four or six rays. Some analysis of ancient wagons offer that the Egyptians have greatly improved the design of this vehicle. However, while they certainly have made improvements to certain parts of the cart, it is questionable if the Egyptian wagon was better, or simply designed for a purpose and a different land than others in the Middle East. For example, the Egyptian wagon had a metal coating for the axes, which reduced friction, and this was certainly an improvement. Furthermore, some wooden parts have been strengthened by covering them with metal sleeves. However, the fact that Egyptian wagons were lighter and faster than those of other important powers in the Middle East may not have been considered an absolute improvement of Chariot's design. It really depended on the use that the cart has been put, and the soil where it would work, and as we will see, the smaller and light carpus of the Egyptians suited to their specific needs, although they have not filled the needs of others. The chariot was built in pieces of wood that had been bent in the required form perhaps immersing them in boiling water for several hours, folding them and then let them dry. Various types of wood have been used: Elm, Ash for the axes and sycamore for the card feet. The Egyptians knew two types of wagons. These consisted in the four-wheeled wheel cart from the end of the xviii and at the beginning of the xix century, they were mostly abandoned for vehicles with six higher rays. The six-wheeled wheels could be made lighter and were better supported than the heaviest four-wheeled wheels, making the entire wagon more reliable. the rays of the wheels were made bending six pieces of wood in a V-shape. These were glued together in such a way that each speech consisted of two-half of two v-shaped pieces, forming a hexagonal star. the tips of the v were fixed to the hub by wet cattle intestines, which hardened when they dried. tires were made of wood sections, tied to the wheel with leather laces passing through the cracks in the sections of the tires. the thongs have not come into contact with the ground, making the cart more reliable by reducing the oura. German carpenters who rebuilt a wagon so they needed about six hundred hours to complete it. two horses were knocked down to the saddle frame which were placed on the shoulders of the horses. leather circumferences around the bonnets and the belly of the horses prevented them from slipping. One tree attached to the yoke pulled the wagons. crew, upkeep and status in egitto, the tanks of war were handled by a driver who holds a whip and the kingdoms and a fighter, generally sharpening a bow or, after spending all his arrows, a short spear he had some. When hunting, the pharaohs sometimes dispense from the driver and enjoy pursuing their prey alone. However, at war, the wagon runners would usually accompany the vehicle in battle. serving in the body of the wagon did not come cheap. the recruit was assigned to a team of horses by royal stables and five assistants, who had to equip. the chariot himself cost him, according to a possible scribe prejudice, three silver debens for the tree andFor the body, a small fortune, that only noble could afford. However, after the construction of the wagon, a considerable job was needed to keep the in good operation. Thus, the wagon was of fundamental social and political significance since it announced the appearance of the wagon that consisted of a new class of aristocratic warrior modeled on the ubiquitous Asian military elytic known to the Egyptians as the maryannu (young heroes.) the representation of the new triumphant reign pharaoh as a coccio shows that the wagon was quickly absorbed in royal royalty, becoming a powerful symbol of domination. It is interesting to note that the royal wagon was treated as a heroic personality with gods overseeing each of its named parts. the primary implementation of the understanding of Egyptian wagons is the fact that infantry remained the primary force within their military, while elsewhere, the army was built around the forces of the wagon. Therefore, while the tanks of the enemies were built to defeat the opposing infantry, the Egyptian tanks were designed to offer their own soldiers with a defense of enemy tanks. the young tutankhamon in his wagon the real difference in the Egyptian wagons can be seen in their oo in contrast to the implementation that were put by the enemies of the egitto. This is the most obvious when comparing the Egyptian carp to those of the ittites, an important new opposing kingdom. Compared to the Egyptian Curiot-style wagon, the hittite puppy (beyond mid-Eastern) was considerably heavier, with a central akses. He usually carried a crew of three, consisting of a driver, a shield carrier and an archer. In fact, under the appropriate conditions and circumstances, the Ittita wagon was probably superior to that of the Egyptians. These heavy wagons were ideal for their main purpose, which had to load a nemic line by oando the weight of the machine itself to crash and brake the opponent infantry, causing chaos, very similar to what happenedof king in Kadesh battle. These large vehicles assume the availability of terrain open for Acceleration and impetus to accumulate during charge and their general design has created an intrinsic installment on the approximate terrace. On the other hand, these vehicles would be totally inappropriate for both the primary tasks of Egyptian wagons, which was to protect the infantry or for the soil of Egypt or Canaan. The deserts and highlands are not at all suitable for heavy wagons. Furthermore, in order to protect the troops by an advanced charge, the Egyptian wagons had to be able to quickly accelerate which heavy wagons could not realize. Thus, easily manageable Egyptian wagons may load enemy wagons into a well-spaced line. The distance between each wagon has been deliberated, in order to allow a rapid wheel and turn once the enemy line had been penetrated and to avoid a passage too close through the line from the enemy. The bow was used at a longer range, while close to arms consisted of spades and sometimes swords. Part of the effectiveness of the wagons were the riders of the tank, equipped with strings and lance. Following the charge, they would capture or send or send the enemy crews and where possible, save those own. Above all, they had to be ready to receive opposite wagons while penetrating the Egyptian line and faces as many as possible before they could rotate and return. Since Egyptian vehicles could become much more rapidly than enemy wagons, those of the enemy were often captured between the wagon runners and the Forces of the Charter of Egypt. Of course, wagons were also useful when the enemy has been inserted. They were the perfect tool to allow their crews to launch the opposition on the day after a glorious victory. Finally, you should notice that the cart has probably been used overall, much more for hunting and Common transport that was for war. It seems to have been ideal for hunting lions, where the noble owner spent more often while shooting shoots to his prayer. references: title author data publisher reference number armies of the Faraohs healy, mark 1992 osprey publishing isbn 1 85532 939 5 dictionary of the ancient Egyptian, the shaw, ian; nicholson, paolo 1995 harry n. abrams, inc. 0-8109-3225-3 Egyptian treasures from the Egyptian museum of the cairo tiradritti, francesco, editor 1999 harry n. abrams, inc. isbn 0-8109-3276-8 warfare and weapons Egyptian shaw, ian 1991 shire publications ltd isbn 0 7478 0142 8 history of the ancient Egyptian egypt, grimal, nicolas 1988 blackwell

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