J. W. LAW.

Draw-Bar for Street-Cars.

No. 203,281. Patented May 7, 1878.

Fig. I.

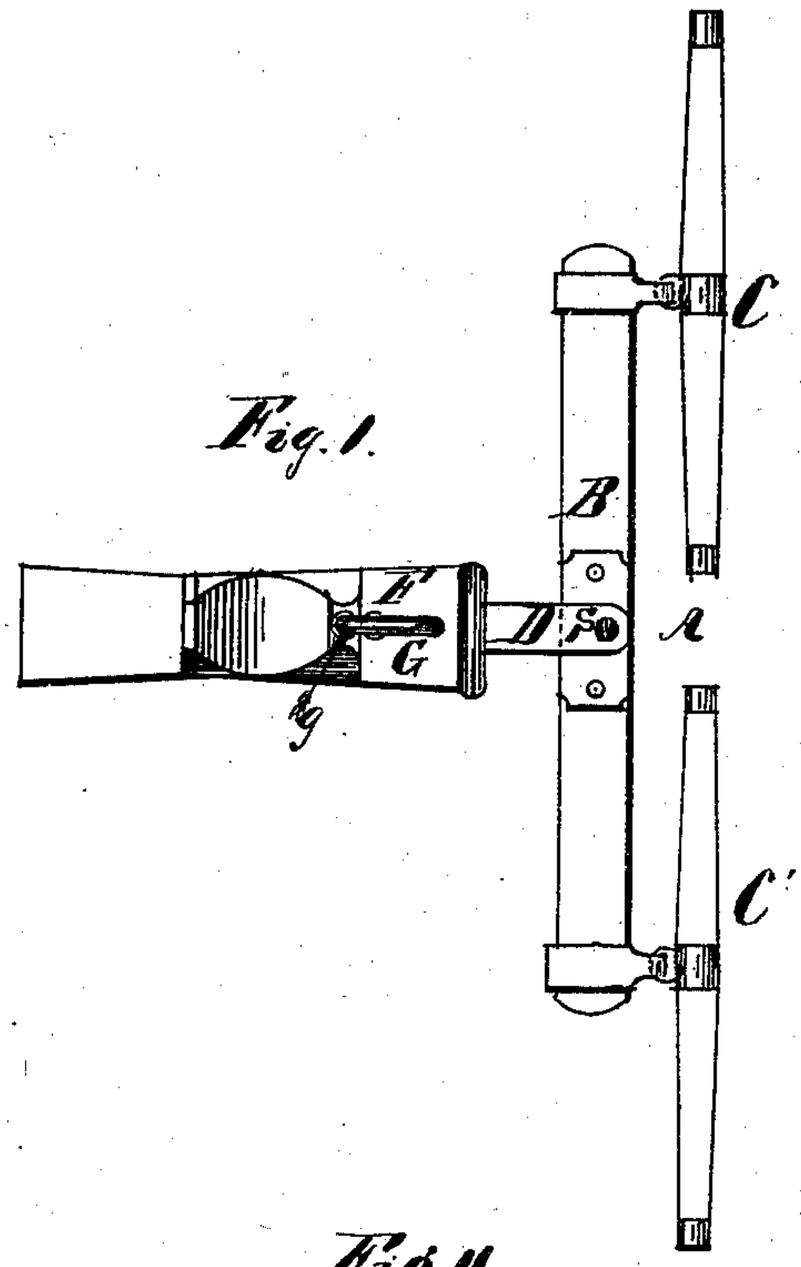
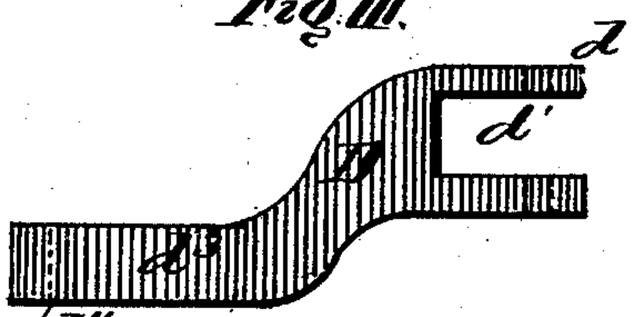


Fig. II

Fig. III.



Witnesses:

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UNITED STATES PATENT OFFICE.

JOHN W. LAW, OF BLOOMINGTON, ILLINOIS.

IMPROVEMENT IN DRAW-BARS FOR STREET-CARS.

Specification forming part of Letters Patent No. **203,281,** dated May 7, 1878; application filed January 25, 1878.

To all whom it may concern:

Be it known that I, JOHN W. LAW, of Bloomington, McLean county, State of Illinois, have invented a new and useful Device for Attaching Whiffletrees to Railroad-Cars; and I do hereby declare that the following is a clear and exact description of the same, reference being had to the accompanying drawings, forming a part of this specification.

The object of this invention is to produce a simple device for attaching whiffletrees to cars, which also serves to cause said whiffletrees, when detached from the car, to slide easily over the ground without coming in contact with the hind legs of the horses.

My invention consists in attaching to the center of the beam, to which a pair of whiffletrees are hung, a solid metal link, which is provided at its extreme outer end with an opening, into which the beam is placed, and there pivoted by a suitable pin or bolt. The rear end of this link is bent slightly downward, and extends in a straight line backward. The link is thus formed as a shoe for the whiffletree to slide along the ground when detached from the car. The rear part of this link-shoe is placed into the opening of a coupling-head attached to a car, and held therein by a spring coupling-pin which passes through a hole in the rear part of the link-shoe.

In order to describe my invention more fully I refer to the drawings, of which—

Figure 1 is a plan view of a pair of whiffletrees embodying my invention, and showing the same attached to the coupling-head of a car. Fig. 2 is a sectional view of the same. Fig. 3 is a detached view of the link-shoe.

A is a pair of whiffletrees, consisting of the beam B, to which are hung the single-trees C C′. D is the "link-shoe," so called because it serves as a link in coupling the whiffletree to the car, and also as a shoe in causing the said whiffletree to be dragged easily along the ground. This link-shoe is provided at the end *d* with an opening, d^1, into which is placed at the center the beam B, where it is pivoted and held in place by the pivot-pin S. The rear end d^3 of this link-shoe is bent into the shape shown in Fig. 3, and provided with a hole, d^4.

F is the coupling-head, attached to the car in the usual manner. The front end of this head is flanged outward and provided with an opening, which extends inward a short distance. Through the upper and lower walls of this opening are cut two holes, into which are placed the arms g g^1 of the coupling-pin G.

The arm g is provided with a head or nut, g^2, and encircled by a spiral spring, g^3, which habitually presses the coupling-pin down. The other arm, g^1, is intended to enter the hole d^4 in the link-shoe, and to hold the same to the coupling-head. The upper parts of these arms are bent into the form of a hook-handle, which enables the driver to raise the pin when the link is inserted.

Having thus described my invention, I desire to claim—

The link-shoe D, as described, with opening d^1, and hole d^4, in combination with beam B of whiffletree A, coupling-pin G, with arms g g^1, and coupling-head F, substantially as and for the purpose set forth.

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