

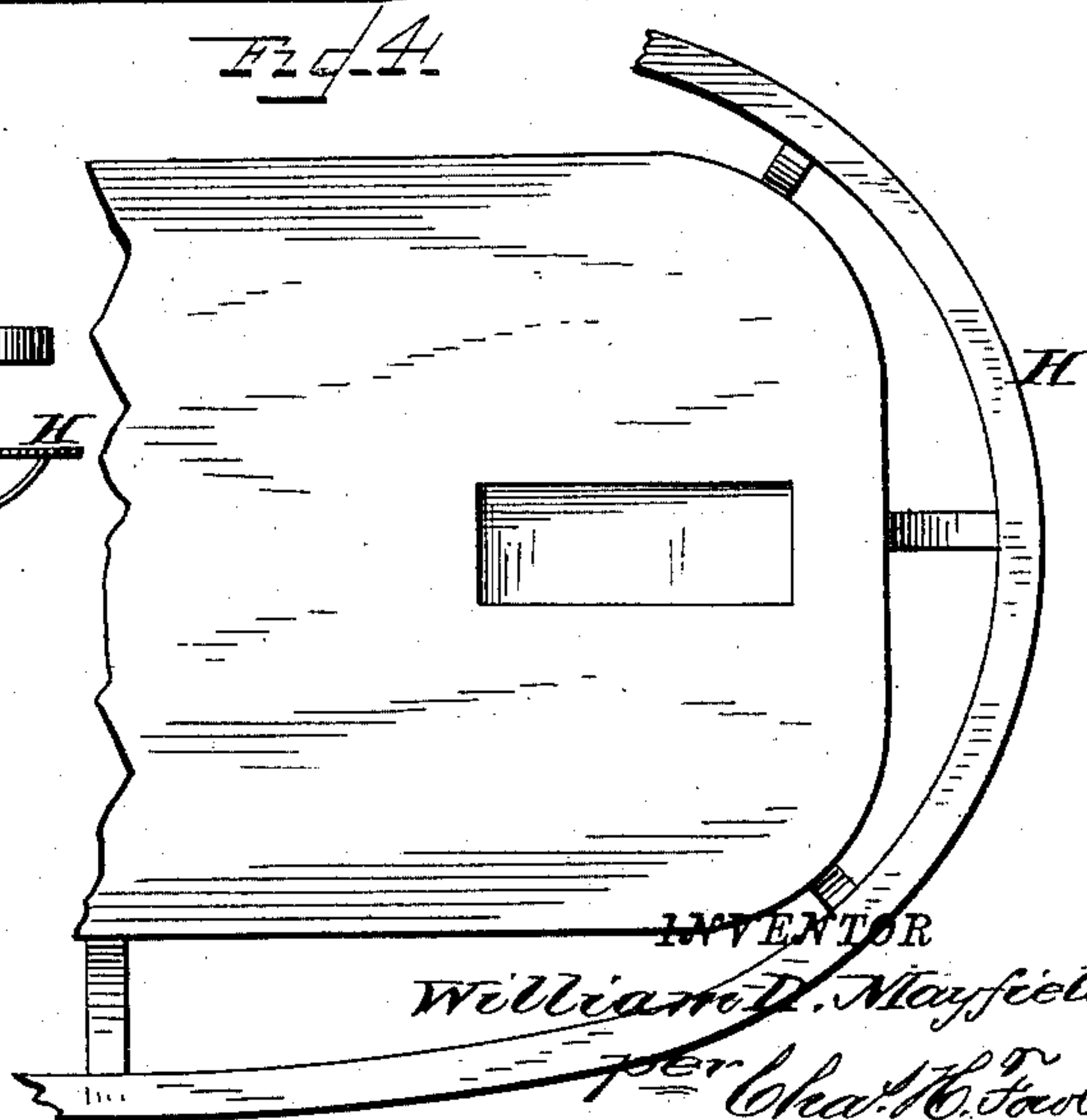
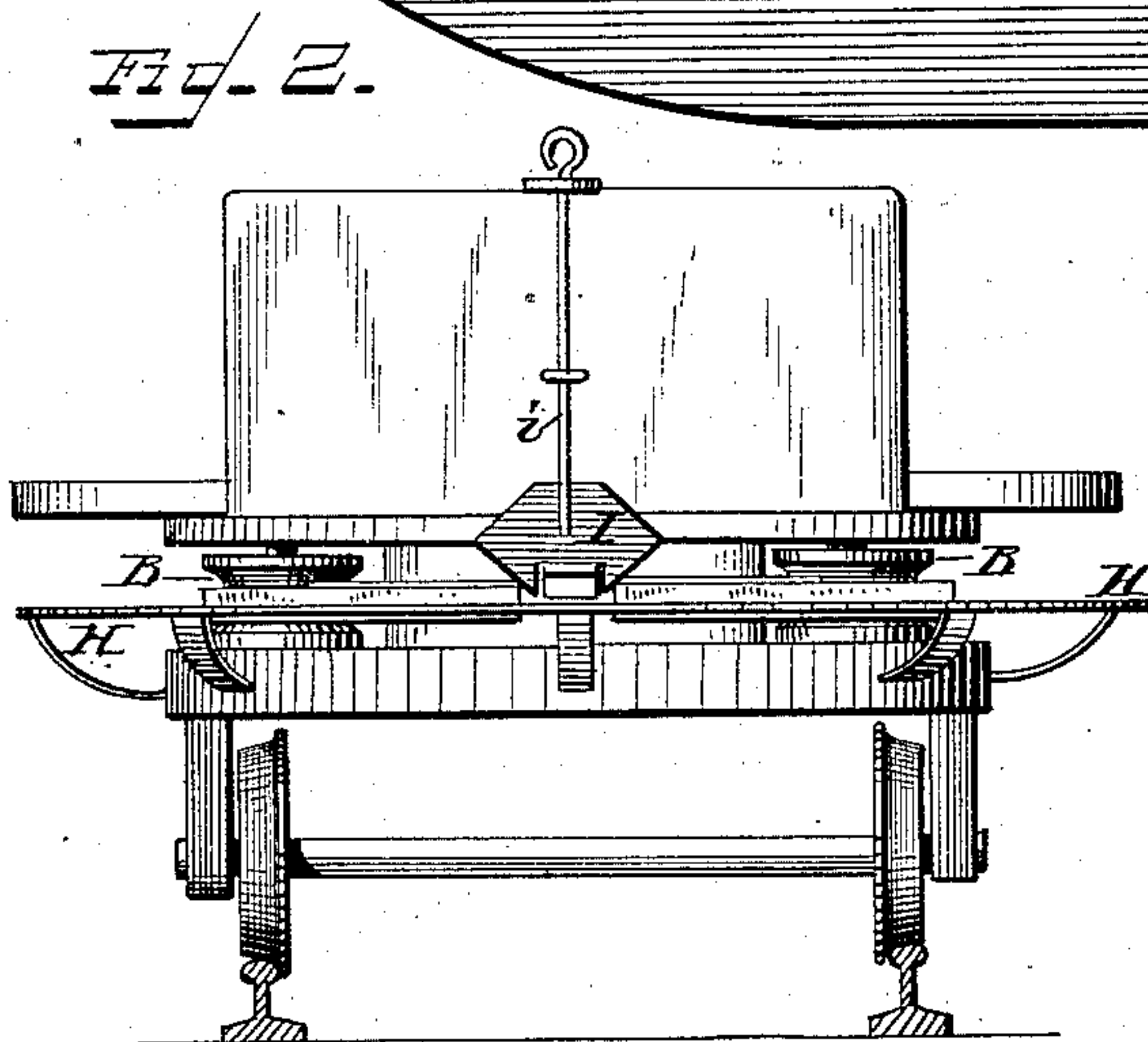
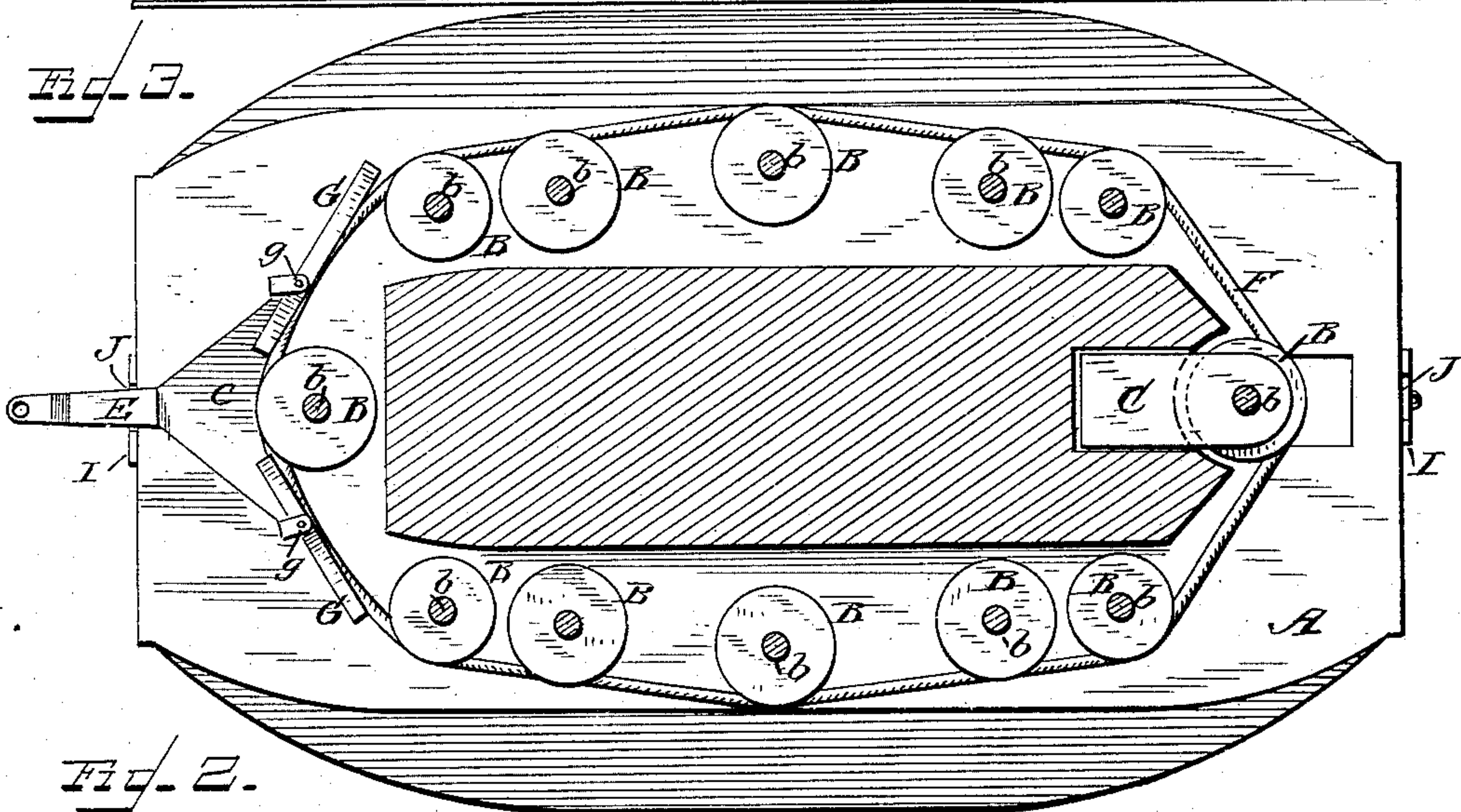
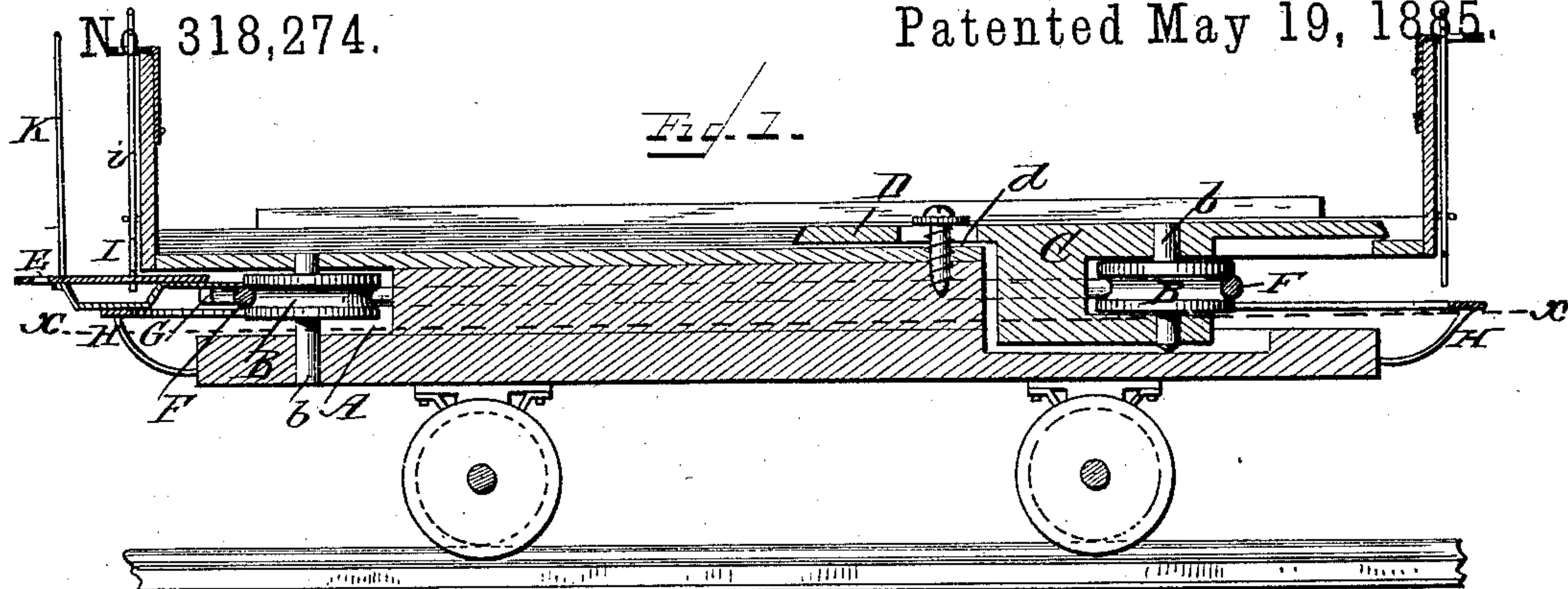
(No Model.)

W. D. MAYFIELD.

STREET CAR.

No. 318,274.

Patented May 19, 1885.



WITNESSES

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WILLIAM DUDLEY MAYFIELD, OF FORT WORTH, TEXAS, ASSIGNOR TO
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STREET-CAR.

SPECIFICATION forming part of Letters Patent No. 318,274, dated May 19, 1885.

Application filed March 24, 1885. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM DUDLEY MAYFIELD, a citizen of the United States, residing at Fort Worth, in the county of Tarrant and State of Texas, have invented certain new and useful Improvements in Hitching Attachments for Street-Cars; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

My invention is an improvement in street-cars, and has for an object to provide a draft attachment by the use of which the necessity of turn-tables will be obviated, and the horses will not have to be unhitched from the car until they have finished their work.

The invention consists, broadly, in the combination, with a car, of a draft attachment connected thereto and adjustable from end to end of the car.

The invention consists, further, in the combination, with a car having a continuous bearing, of the draft attachment having a band encircling and moving on said bearing.

The invention further consists in certain constructions and combinations of parts, which will be hereinafter described and claimed.

In the drawings, Figure 1 is a vertical longitudinal section of a portion of a car provided with my improvements. Fig. 2 is an end view of same. Fig. 3 is a horizontal section on about line *xx*, Fig. 1; and Fig. 4 is a detached view of one end of the lower section of the car floor or base.

Heretofore it has been usual to employ turn-tables at the opposite end of a route on which to turn the car, and double-ended cars have also been used, in the use of which the team is unhitched at the ends of the route and then driven around and hitched to the other end of the car; but these constructions are inconvenient, and it is found desirable to provide means by which the team may be connected with and adjusted from end to end of the car without unhitching. This I accomplish by my invention.

In carrying out the invention the floor or

base of the car is usually provided with a groove, A, extending from its edges inward and formed entirely around the car. In this groove are arranged the anti-friction guide-pulleys B on vertical axles *b*. These pulleys form the continuous bearing for the draft-band, presently described.

One of the pulleys B is supported on a movable bar or bracket, C, the stem D of which is slotted at *d* to permit the passage of the clamping-screw, which turns into the body of the floor. This movable pulley forms an adjustable section of the bearing, and it may be set out to tighten the band of the draft attachment.

The draft attachment comprises a tongue-arm, E, and a band, F. The band F is preferably a flexible endless rope or belt, and encircles the bearing, fitting comparatively tight thereon.

Connecting-bars G are secured between their ends to the band F, with their adjacent ends close together. The inner or base plate, *e*, of the arm E is pivoted at *g* to the bars G at the juncture of the latter and the band F. These rods G serve to form broad bearings against the belt, to receive any strain exerted back thereagainst in turning from one to the other end of the car.

A rest, rod, or bar, H, extends entirely around the outside of the car and serves as a support for the tongue, especially when the latter is being turned to the opposite end of the car. This rest also serves as a step for the passengers in entering and leaving the car.

The latch-plate I has its rod *i* held to and movable vertically on the dash-board, usually one at each end of the car. These plates have notches J, fitted to receive the tongue-arm, and their opposite edges are beveled so that the said arm will readily slide into engagement with the notch. I prefer to use these latches because thereby the tongue is held to its normal place; but obviously they may be dispensed with, when so desired.

The operation is simple. When one end of the line is reached, the horses are not detached or the car turned, but the team is driven around the car to the opposite end. On the

tongue I fix a standard, K, to which the reins may be fixed, and the driver can walk with his cash-box through the car and meet the team at the other end.

5 Manifestly, many modifications may be effected without departing from the principles of the invention. The band F, instead of being made flexible, might be a circular inflexible ring of metal, and the continuous bearing
10 on the car be circular and with or without anti-friction pulleys. It will also be understood that instead of the band F the upper and lower walls of groove A might be formed with grooves, forming a race or guide, and the
15 tongue-arm be supplied with one or more rollers sliding in said grooves, and be thus reversible on the car; or the tongue-arm might be attached to a suitable frame or beam, and the latter be pivoted centrally to the top of
20 the car, so that it could be turned from end to end. These changes, it is obvious, would not involve a departure from the broad principles of my invention; but I prefer the construction as shown and before described.

25 Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. The combination, with a car, of a draft attachment connected thereto and adapted to
30 be adjustable from one end of the car to the other without being detached or removed therefrom, substantially as and for the purpose set forth.

2. The combination, with a car provided
35 with a continuous bearing, of a draft attachment having a band encircling such bearing and movable thereon, whereby such attachment may be adjusted from end to end of the car, substantially as set forth.

40 3. The combination, with a car provided with a continuous bearing, of a draft attachment

having a band encircling and movable on such bearing, said band being flexible, whereby to readily conform to the bearing, substantially as set forth.

4. The combination, with a car provided
45 with a continuous bearing and a continuous rest attached to the car outside of said bearing, of the draft attachment having a band encircling said bearing and a tongue-arm supported and movable on the rest, substantially
50 as set forth.

5. The combination of the car having a continuous bearing supplied with anti-friction pulleys and the draft attachment having a
55 band encircling said bearing and engaging the anti-friction pulleys, substantially as set forth.

6. A car having a continuous bearing provided with a movable band-tightening section, combined with a draft attachment having a
60 flexible band encircling such bearing, substantially as set forth.

7. The combination of a car, a draft attachment connected with and adjustable from end
65 to end thereof, and latch devices whereby to hold the said draft attachment, substantially as set forth.

8. The combination of a car having a continuous bearing, a flexible band encircling said
70 bearing, two connecting-bars secured between their ends to the band, and the tongue-arm having its inner end pivotally attached to the connecting-bars at the point of juncture of the latter with the band, substantially as set forth.

75 In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

WILLIAM DUDLEY MAYFIELD.

Witnesses:

F. M. BRANTLY,
GEO. F. REVES.