

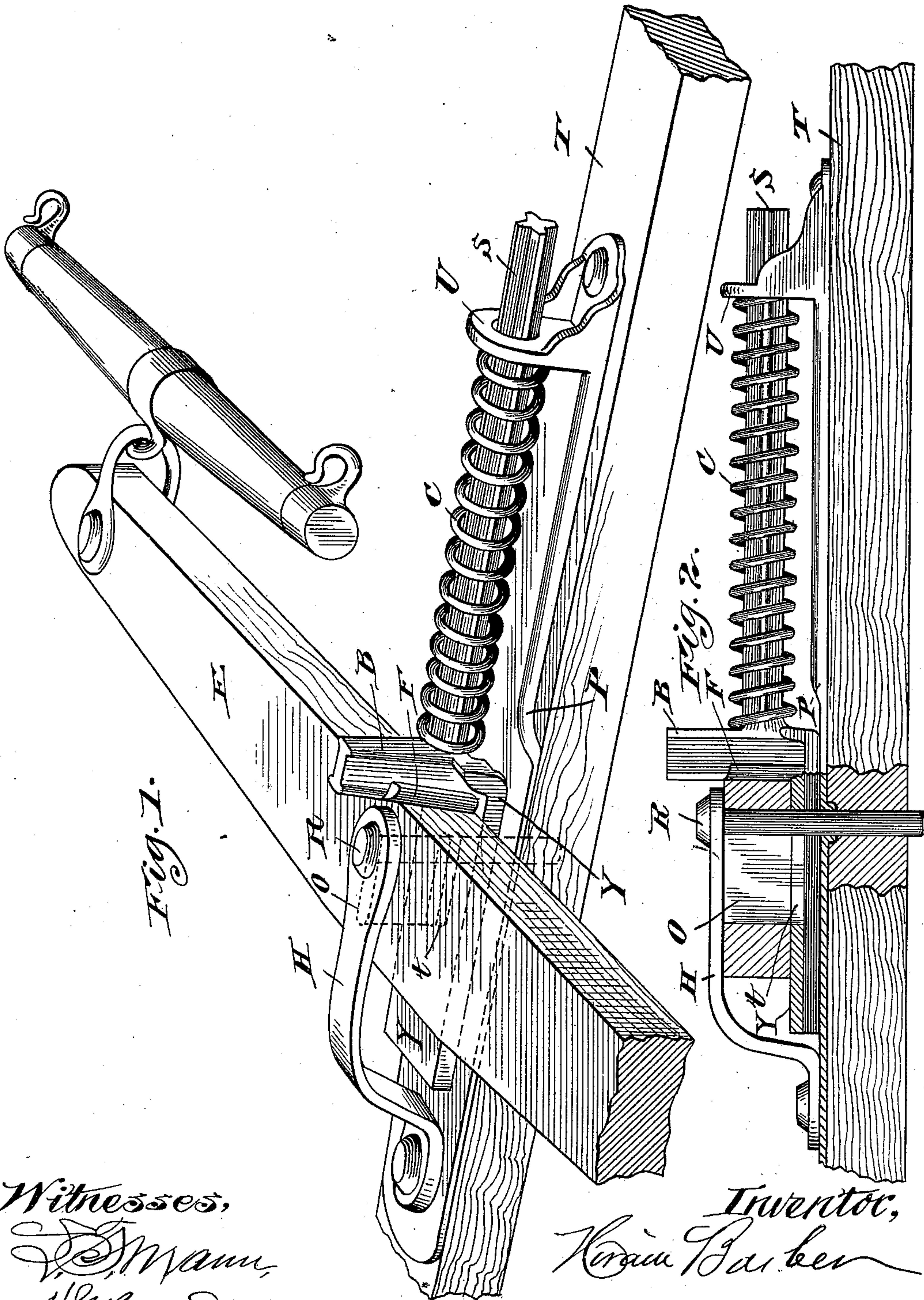
(No Model.)

H. BARBER.

SPRING DRAFT ATTACHMENT FOR VEHICLES.

No. 563,437.

Patented July 7, 1896.



Witnesses,
J. J. Mann,
H. G. Barrett.

Inventor,
Hiram Barber

UNITED STATES PATENT OFFICE.

HIRAM BARBER, OF CHICAGO, ILLINOIS.

SPRING DRAFT ATTACHMENT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 563,437, dated July 7, 1896.

Application filed July 2, 1894. Serial No. 516,286. (No model.)

To all whom it may concern:

Be it known that I, HIRAM BARBER, a citizen of the United States, and a resident of the county of Cook, State of Illinois, have invented certain new and useful Improvements in Spring Draft Attachments for Vehicles, of which the following is a description, reference being had to the accompanying drawings.

In the drawings submitted, Figure 1 is a perspective view showing the application of my improved spring draft attachment. Fig. 2 is an elevation, sectional through the evener E, shoe Y, and pole T, of my improved spring draft attachment.

In the construction of my improved spring draft attachment I make use of the central buffer B, provided with the shank S and slotted shoe Y, the plate P, provided with the forward buffer U, the evener E, provided with the slot O, the hammer-strap H, bolt R, and coil-spring C. The plate P is firmly attached to the upper surface of the tongue T of the wagon or vehicle. The forward buffer B is perforated for the passage of the forward end of the shank S of the central buffer B. The shoe Y of the central buffer B is provided with central longitudinal slot *t*. The evener E is provided with the slot O, corresponding with the slot *t* in the shoe Y. The forward face of the buffer B is plain, while the rear face F thereof is circular in cross-section. The coil-spring C is placed upon the shank S of the central buffer B, with the forward end thereof against the rear face of the forward buffer U and the rear end thereof against the forward face of the buffer B. The evener E is placed between the hammer-strap H and the upper side of the shoe Y, with the forward face of the evener E against the rear face F of the buffer B, with the slot O longitudinally above the slot *t* in the shoe Y. The evener E

is held in position by the bolt R, which passes through the hammer-strap H, the forward end of the slots O and *t*, the plate P, and tongue T'. When, however, forward pressure is applied to the evener E, the forward face thereof is driven against the rear face F of the central buffer B, thus compressing the coil-spring C. The forward movement of the evener E and buffer B is secured by means of the corresponding slots O and *t* and the aperture in the buffer U for the passage of the forward end of the shank S, and the same is limited only by the compressibility of the coil-spring C and the length of the slots O and *t*. It is apparent that by this arrangement a yielding connection is secured between the wagon and the draft-animal. It is also apparent that this device can be readily attached to a wagon without any substantial change in the method now in common use.

Having thus explained the object and purpose of my improved spring draft attachment, its mode of construction, and method of operation, what I claim as novel and as of my invention, and for which I seek Letters Patent, is—

In a spring draft attachment the central buffer B, provided with the shank S, and slotted shoe Y, in combination with the plate P, provided with the forward buffer U, rigidly attached to the tongue of the wagon, the coil-spring C, the evener E, provided with the slot O, the hammer-strap H, and bolt R, all arranged substantially as and for the purposes herein set forth.

Dated at Chicago, June 28, A. D. 1894.

HIRAM BARBER.

Witnesses:

EDWIN A. THOMAS,
CAMERON BARBER.