

No. 628,883.

Patented July 11, 1899.

J. M. CARTER.
DRAFT ATTACHMENT.

(Application filed Apr. 6, 1898.)

(No Model.)

Fig. 3.

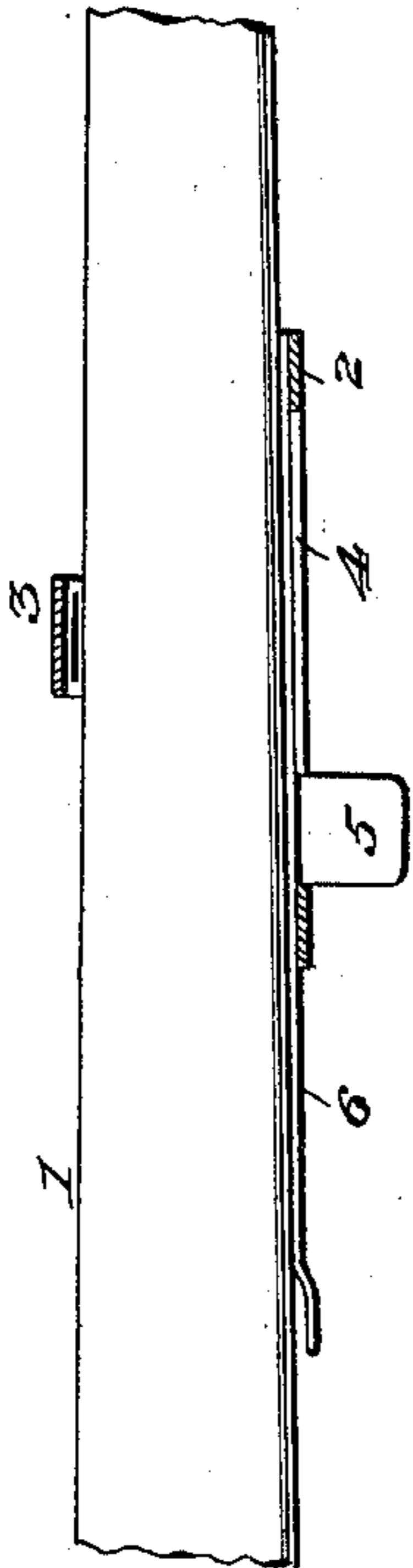


Fig. 1.

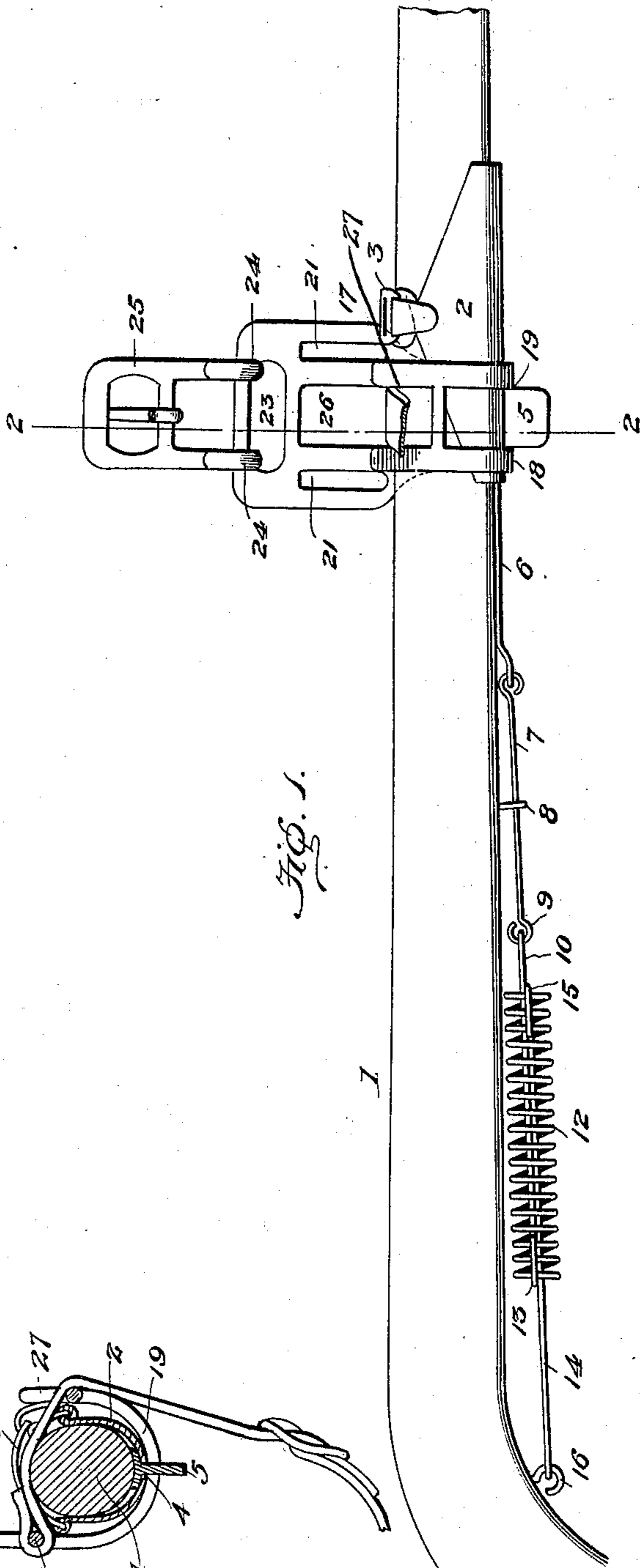
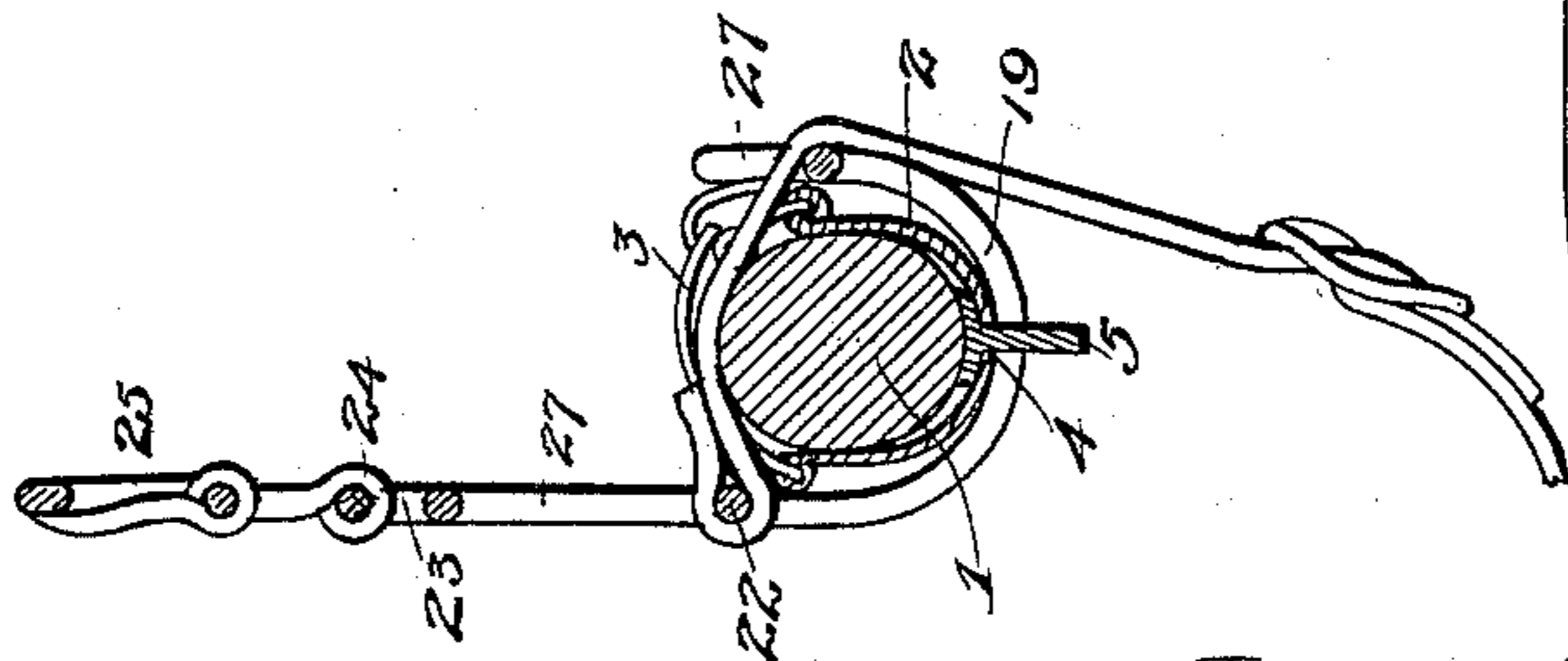


Fig. 2.



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Witnesses

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UNITED STATES PATENT OFFICE.

JESSE M. CARTER, OF BOWIE, TEXAS.

DRAFT ATTACHMENT.

SPECIFICATION forming part of Letters Patent No. 628,883, dated July 11, 1899.

Application filed April 6, 1898. Serial No. 676,713. (No model.)

To all whom it may concern:

Be it known that I, JESSE M. CARTER, a citizen of the United States, residing at Bowie, in the county of Montague and State of Texas, have invented certain new and useful Improvements in Shaft-Stirrups; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to novel improvements in shaft-stirrups for vehicles; and the object is to provide a simple, inexpensive, and effective device of this character, whereby the usual traces are entirely dispensed with and which will support the outer ends of the thills or shafts and at the same time permit of the animal being expeditiously hitched up or detached from the vehicle at will.

To these ends the invention consists in the construction, combination, and arrangement of the device, as will be hereinafter more fully explained, and particularly pointed out in the claim.

The accompanying drawings show my invention in the best form now known to me; but many changes in the details might be made within the skill of a good mechanic without departing from the spirit of my invention, as set forth in the claim at the end of this specification.

Figure 1 is a side elevation of my improved shaft-stirrup as it appears in use. Fig. 2 is a transverse section on the dotted line 2 2 of Fig. 1. Fig. 3 is a longitudinal section on the line 3 3 of Fig. 2.

1 denotes the shaft or thill, and 2 a curved shoe loosely secured to said shaft by means of the clamp 3. The bottom face of this shoe is formed with a longitudinal guide-slot 4 to receive the depending lug 5, formed on the forward end of the draft-rod 6, which has a free longitudinal movement between the lower plane face of the shaft and the encompassing shoe, the longitudinal movement being of course limited by the lug 5 in the slot 4. The rear end of the bar 6 is connected to the forward end of a rod 7, passing rearward through a guide-staple 8, and its rear end is

formed with an eye 9, which engages a loop or link 10, which extends through the helical spring 12, the outer ends of said loop terminating in hooks 13 13, which support the rear end of said spring. A second loop 14, similarly formed, is reversely inserted in said spring, with its hooked ends 15 15 engaging the forward end of the spring and its rear end removably secured to a stationary eye 16, fixed in the shaft about on a line with the cross-bar or the singletree, and in case it is desirable to use the singletree it is removed from on top of the cross-bar and pivoted below it, so that its free ends will occupy the same position as the stationary eyes.

17 denotes the shaft-stirrup, which is formed with a semicircular hook 18 to receive the shaft, and this supporting-hook is provided with an orifice 19 to receive the depending lug 5 on the draft-bar 6.

21 21 denote vertical parallel slots formed in the stirrup to receive the breech and breast straps, respectively, and 22 denotes a cross-bar, to which the belly-band is secured. A horizontal slot 23, formed in the upper end of the stirrup, engages the hooked ends 24 24 of a buckle 25, to which the back-strap or saddle is secured. The belly-band after being secured to the cross-bar 22 is passed outwardly and over the shaft through the recess 27 and its free end passed downwardly to co-act with a buckle on a corresponding strap coming up under the animal from the shoe on the opposite thill.

Of course it will be understood that the stirrup does not bind the shaft, the latter being simply and effectively secured thereto, so as to permit of a free and unrestrained movement without any rigid or harsh pressure on the shoulders of the animal or any cart-like motion to the vehicle.

Having thus fully described my invention, what I claim as new and useful, and desire to secure by Letters Patent of the United States, is—

In combination, the shaft 1, the draft-rod 6 having its forward end formed with the lug 5, and its rear end connected to said shaft through the medium of the spring 12, the shoe

2 formed with a slot to receive said lug 5, the
clamp 3 to attach said shoe to the shaft, the
stirrup 17 adapted to encompass the shoe and
shaft and provided with an orifice to receive
5 said lug 5, so that a spring-draft will be im-
parted to said shaft, substantially as set forth.

In testimony whereof I have hereunto set

my hand in presence of two subscribing wit-
nesses.

JESSE M. CARTER.

Witnesses:

L. A. McDONALD,

G. N. FOREMAN.