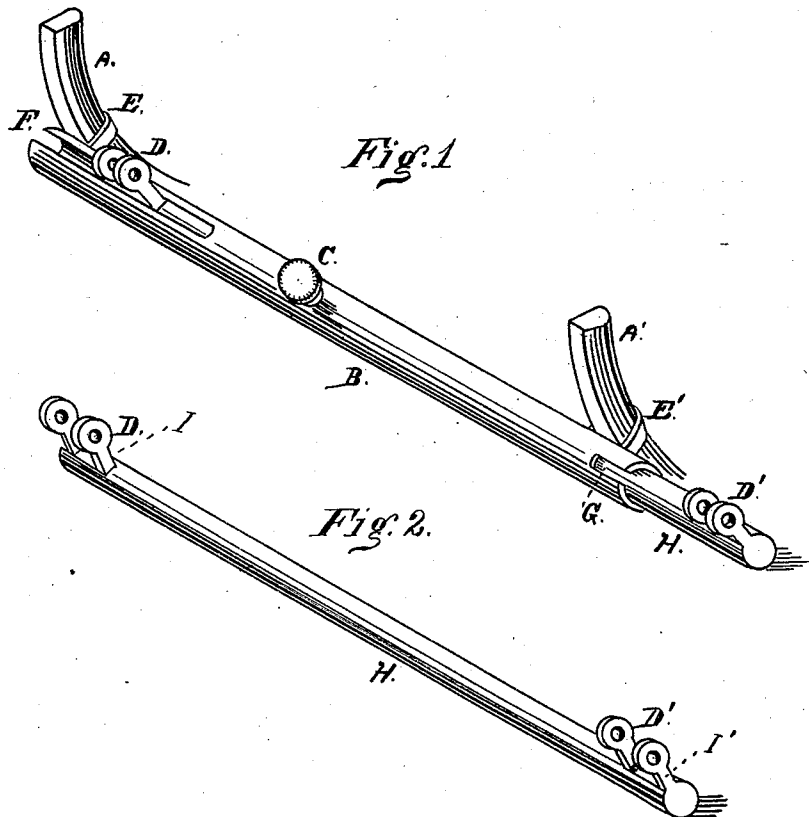


J. P. THOMPSON.
SLEIGH DRAFT-BAR.

No. 178,888.

Patented June 20, 1876.



WITNESSES:

A. Schattenberg.
C. W. Newcomb

INVENTOR:

James P. Thompson.
By *E. H. Bottom,*
att'y.

UNITED STATES PATENT OFFICE.

JAMES P. THOMPSON, OF MILWAUKEE, WISCONSIN.

IMPROVEMENT IN SLEIGH DRAFT-BARS.

Specification forming part of Letters Patent No. 178,888, dated June 20, 1876; application filed February 21, 1876.

To all whom it may concern:

Be it known that I, JAMES P. THOMPSON, of Milwaukee, in the county of Milwaukee and State of Wisconsin, have invented certain new and useful Improvements in Changeable Cross or Draft Bar for Cutters and Sleighs; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

The object of my invention is to provide a convenient method of shifting the draft-bar of cutters or sleighs, so as to allow the horse to travel in the runner-track, or midway between the runner-tracks, at the will of the driver.

In Figure 1, A A' are the sleigh-runners, to which is attached the tubular bar B, by means of the clips E E', in the position shown in the drawing. B is a cylindrical tube, of wrought-iron or other suitable material, (I use a piece of gas-pipe,) having at one end the long longitudinal slot F, extending a little over one-fourth the length of B. H is a round bar, of steel or other suitable material, just large enough to accurately fit and easily slide in the tube B. At each end of H are fastened the shaft-coupling eyes D and D', which are connected to H by means of a short neck, I and I', which fit into the slots F and G. The shafts of the sleigh are attached to the eyes D and D' in the usual well-known manner. C is a thumb-screw, used to fasten the bar H in the desired position. It extends through B into the bar H, and binds it firmly.

Instead of a thumb-screw a spring-catch or other equivalent device may be used. The only requisite is that the bar be firmly held in position.

When the bar is adjusted so that the horse

travels midway between the runner-tracks, the ends of the tube B and bar H are together. When it is desired to have the horse travel in the runner-track, the bar H is pushed out of the tubular cross-bar B at the end G, and the neck I of the shaft-coupling eye D travels in the slot F and is guided by it. The bar is then fastened in position by means of the thumb-screw C. This position is desirable for travel over country roads, and is the customary method of constructing cutters heretofore employed in the country.

When the road is well beaten, and it is desired to have the horse in front of the center of the vehicle, which is the position where draft is easiest, other things being equal, the bar H is slid back to its original position and there fastened. This position is suited to city driving.

I am aware that many devices have been previously employed for the same purpose; but my invention is more symmetrical and less cumbersome than any other. It is also lighter, and less apt to be deranged by snow and ice or by bending of the bars.

I therefore claim as my invention—

In adjustable draft-bars for cutters, the combination of the tubular bar B, provided with the hereinbefore-described slots F and G, the sliding bar H, provided with the two shaft-coupling-hooks D and D', which are joined to the shaft H by means of shanks I and I', and the set-screw C, substantially as and for the purposes described.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

JAMES P. THOMPSON.

Witnesses:

E. H. BOTTUM,
JOHN F. BRUCE.