

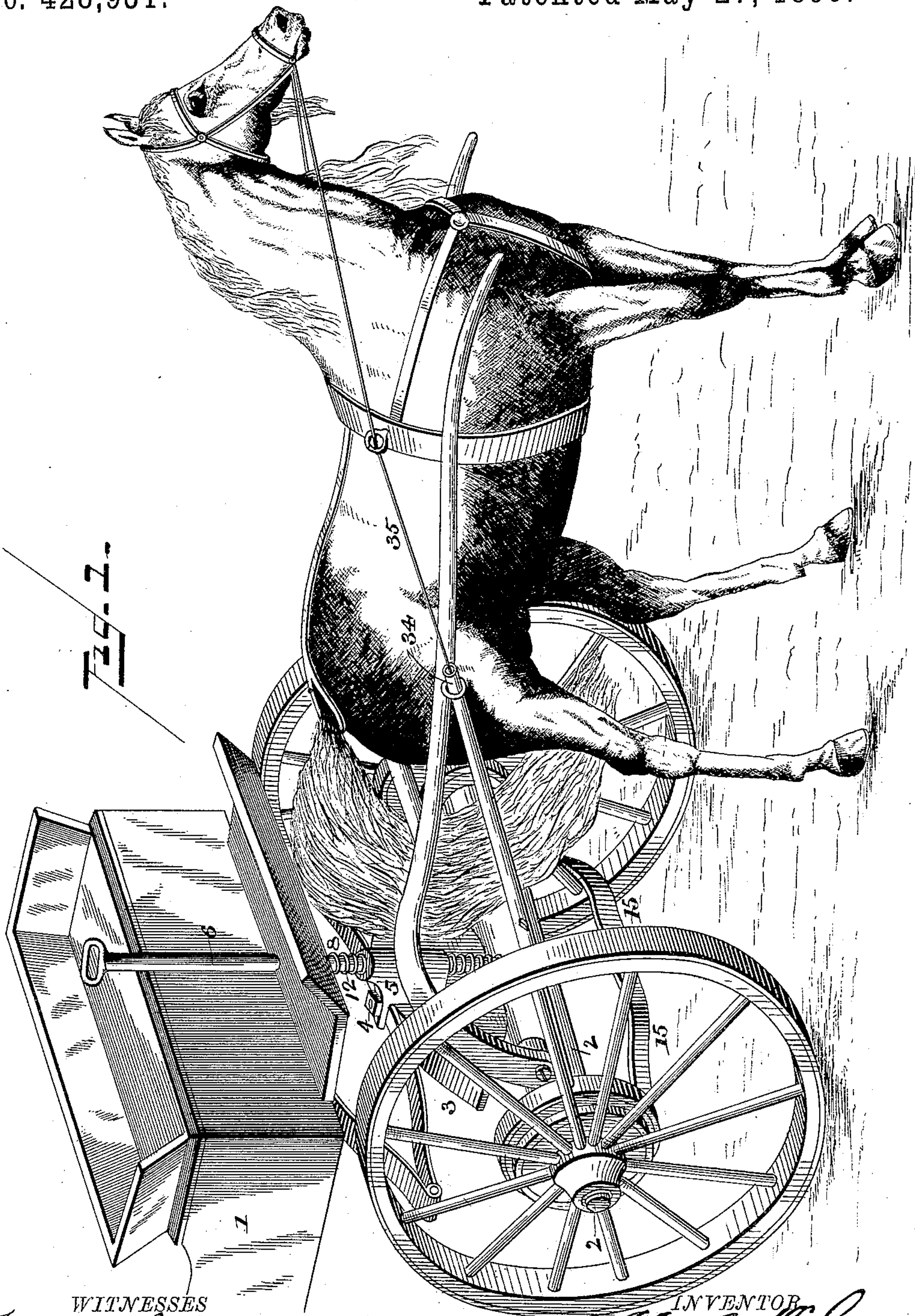
(No Model.)

2 Sheets—Sheet 1.

J. J. McCANN.
HORSE HOLDER.

No. 428,931.

Patented May 27, 1890.



WITNESSES
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Charles S. Sullivan

INVENTOR
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Attorney

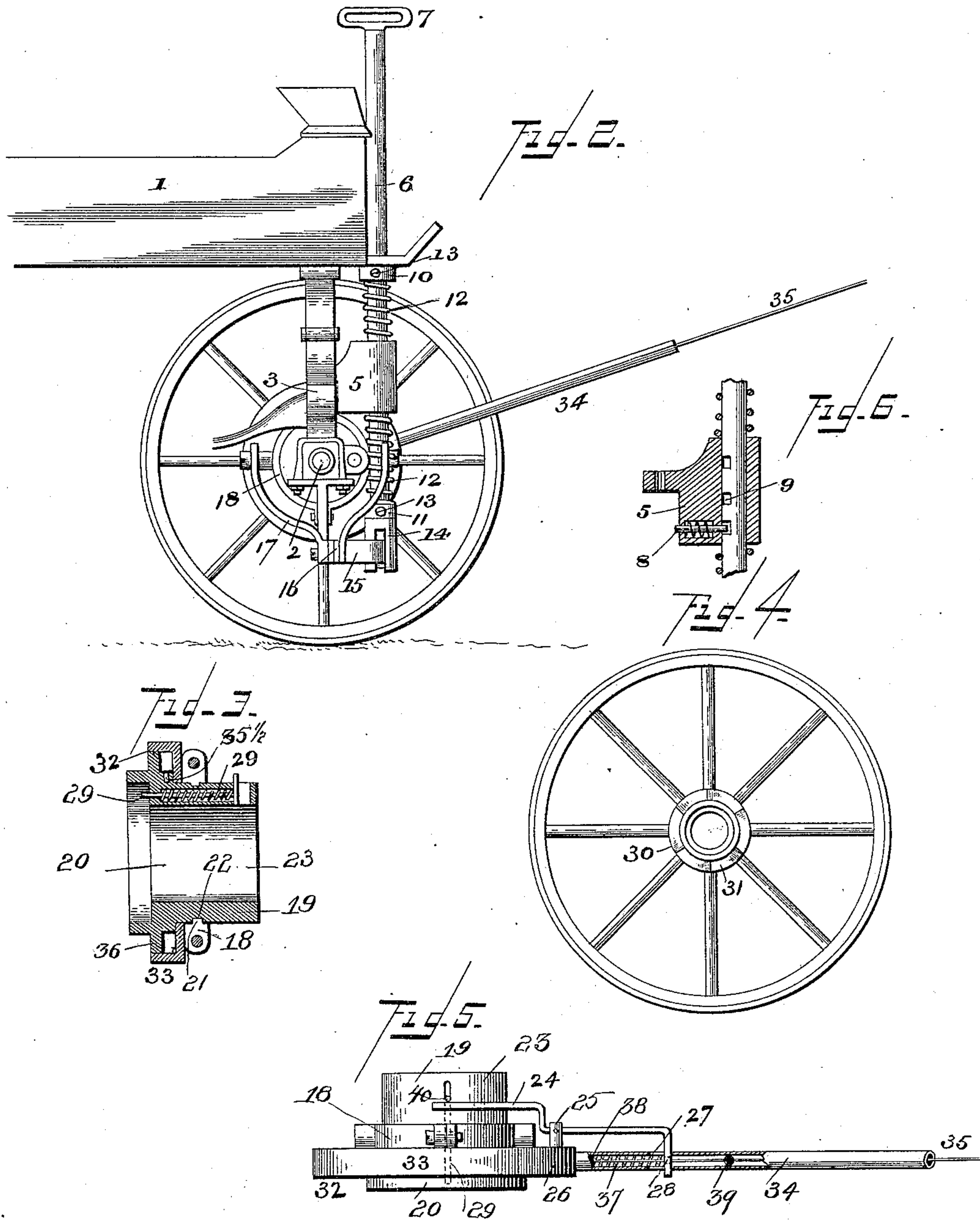
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UNITED STATES PATENT OFFICE.

JOHN J. McCANN, OF POUGHKEEPSIE, NEW YORK.

HORSE-HOLDER.

SPECIFICATION forming part of Letters Patent No. 428,931, dated May 27, 1890.

Application filed March 15, 1890. Serial No. 343,969. (No model.)

To all whom it may concern:

Be it known that I, JOHN J. McCANN, a citizen of the United States, residing at Poughkeepsie, in the county of Dutchess and State of New York, have invented certain new and useful Improvements in Horse-Holders; 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, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

15 This invention relates to an improvement in horse-holders.

The object of the invention is to produce a device which will be actuated by the forward movement of a vehicle to check and hold a horse should it attempt to run away. A further object is to provide means for automatically relieving the horse's head without freeing its body, whereby all danger of throwing the horse down will be overcome. A further object is to produce a device which may be attached to any vehicle at but a slight expense, and which shall be exceedingly simple of construction, of the highest efficiency and durability in use, and simple in the arrangement and operation of its parts.

With these objects in view the invention consists in the various novel details of construction, as will be hereinafter fully described in the specification, illustrated in the drawings, and more particularly pointed out in the claims.

In the accompanying drawings, forming part of this specification, and in which like numerals of reference indicate corresponding parts, Figure 1 is a perspective view of a vehicle with the rear portion cut away, showing my device applied thereto. Fig. 2 is a side elevation of the front portion of the wagon with one of the wheels removed, showing the mechanism for throwing the drum into and out of operative position. Fig. 3 is a sectional view of the drum, showing its peculiar construction. Fig. 4 is a view of the inner side of one of the hubs, and Fig. 5 is a detail view of the arm or lever for easing the horse's head. Fig. 6 is a detail section of bearing 5 and vertical rod 6.

Referring to the drawings, 1 designates the wagon-body, which may be of any ordinary construction, and 2 the axle. Upon the head-block 3 is secured by means of a bolt 4, which holds the spring to the axle, a bearing 5, in which is mounted a vertical rod 6. The upper end of this rod carries a hand-piece 7, the function of which will be described farther on.

Within the bearing above referred to is mounted a spring-actuated pin 8, which is designed to engage recess 9, formed in the rod, so as to hold it in a raised or lowered position. The rod also carries two collars 10 and 11, between which and the bearing are mounted two springs 12, which are adapted to hold the rod out of contact with the spring-actuated pin in the bearing. These collars are also designed to prevent the said rod being pushed down or pulled up too far, and are provided with bolts 13, whereby they may be rigidly secured at any desired point on the rod. To the lower end of this rod is swiveled a bearing 14, in which are pivoted two levers 15, the outer ends of which are secured to two depending arms 16, which are attached in any suitable manner to the axle. To each of these levers are connected two upwardly-extending arms 17, in which are pivoted collars 18, which are adapted to fit over the end 19 of the drum 20, and are held in place thereon by any suitable means, but preferably by means of a rib or feather 21, which engages a peripheral groove 22 on the said drum. The end of the hub extends beyond the collar, as shown at 23, and on this extended portion fits a lever 24, which is pivoted in a standard 25 on the line-holder 26. The outer end of this lever extends through a slot 27 in the line-holder, and is provided with an aperture 28, through which the line extends in its passage to the drum. Within the drum is mounted a spring-actuated pin 29, the outer end of which engages with the lever 24, and the inner end the ratchet-teeth 30, formed on the hub. These teeth may be formed directly on one of the plates forming the socket on an ordinary hub, or, as shown, carried by a collar 31, which is adapted to be secured to the hub proper. This latter construction is preferred, from the fact that any hub may be fitted up with this device.

The rein-holder, to which reference has been made, consists of a pan-like perforated disk 32, to the flange 33 of which is secured a tube 34, 34, through which the bit-line 35 passes. The
 5 object of this tube is twofold. In the first place it prevents the line from becoming covered with dust, and thus filling the interior of the drum with the same, and at the same time affords a foothold when a person is entering
 10 the vehicle. The periphery of the drum is provided with an aperture, in which fits a pin or screw 35½, which is designed to hold the bit-line in place thereon. As will be observed, the drum is provided with a flange 36, which
 15 extends some distance beyond the body portion, and this flange, in conjunction with the side of the rein-holder, forms a chamber, in which is wound the bit-line, whereby the same is kept out of sight and at the same
 20 time is protected from dirt or dust. Within the tube is mounted a spring 37, one end of which is adapted to bear against the lever 24 and the opposite end against the stop 38. Upon the bit-line is mounted a stop 39, which
 25 is adapted to contact with the end of the lever 24 when the line is being wound upon the drum. This movement causes the lever to be moved in, and the outer end comes in contact with a pin 40 on the pin 29 and moves the
 30 same out of contact with the ratchet-teeth on the hub. This slackens the bit-line sufficiently to allow the horse to lift his head to a natural position, and as soon as this is done the stop is drawn out of contact with the lever,
 35 thereby allowing the pin 29 to re-engage with the ratchet-teeth before referred to, at the same time locking the wheel against further rotation. The end of the line-holder may be supported in any manner, but preferably by means of a clip or socket secured
 40 to the shaft.

Having now described the different parts of my device, I will describe the manner of its operation. The horse being attached to
 45 the shaft in the ordinary manner, the rod 6 is in a position when the spring-actuated pin is out of engagement with the recess 9. This allows the wheels to revolve without obstruction; but should the driver desire to leave the
 50 wagon the rod is turned into engagement with the pin 8, which throws the drum, and with it the pin 29, into engagement with the ratchet-teeth on the hub. Thus should the horse attempt to run off, the drum will be turned,
 55 and thus wind up the bit-line and stop the horse. In case the horse should start to run away while the person is on the vehicle the same operation will throw the mechanism into operative position. The bit-line, to which
 60 reference has been made, passes through the terret-rings and is secured to the bit in the ordinary manner.

Having thus fully described my invention,

what I claim as new, and desire to secure by Letters Patent, is—

1. The combination of the wheel of a vehicle, a drum engaged therewith, a bit-line, and means for automatically releasing the drum from the wheel, consisting of a dog and a pivoted arm to engage said dog and be operated by the bit-line.

2. The combination of a hub provided with ratchet-teeth, a drum carried thereby and having a dog adapted to engage said teeth, a collar carried by the drum, a vertically-movable bar, and mechanism connecting the bar and collar for operating the drum.

3. The combination of a hub provided with ratchet-teeth, a drum carried thereby and having a dog adapted to engage said teeth, a bit-line connecting with said drum, and a lever adapted to engage the bit-line and dog, said bit-line provided with an enlargement to operate said lever in one direction, and means to operate said lever in the opposite direction.

4. The combination of a hub provided with ratchet-teeth, a drum carried thereby and having a dog adapted to engage said teeth, a lever carried by said drum, a bit-line provided with means for throwing the lever into operative position with the dog, and a spring for throwing it out of contact therewith.

5. The combination of a toothed hub, a drum carried thereby, having a dog adapted to engage the teeth thereon, a cap fitting on the said drum, a tube carried by said cap, a lever, one end of which engages the dog and the opposite end a recess in the tube, and a bit-line secured to the drum and having means for engaging the said lever to operate the same.

6. The combination of a vertically-movable rod, a bearing secured to the running-gear of the wagon and carrying a detent to engage the said rod, a drum, a toothed hub, mechanism carried by the drum to engage the teeth on the hub, and levers connecting the rod and drum.

7. The combination of a vertical rod, a bearing secured to the running-gear of the vehicle in which the said rod is journaled, locking mechanism carried by the said bearing to hold the rod in a raised or lowered position, collars carried by the rod to limit the movement of the same, a drum, a dog carried by the drum and adapted to engage the ratchet-teeth on the hub, and mechanism connecting the rod and drum for operating the same.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN J. McCANN.

Witnesses:

BENJ. G. COWL,
 MARCUS L. BYNG.