

(No Model.)

2 Sheets—Sheet 1

P. W. CASHION.

HORSE TRACKING DEVICE FOR VEHICLES.

No. 445,540.

Patented Feb. 3, 1891.

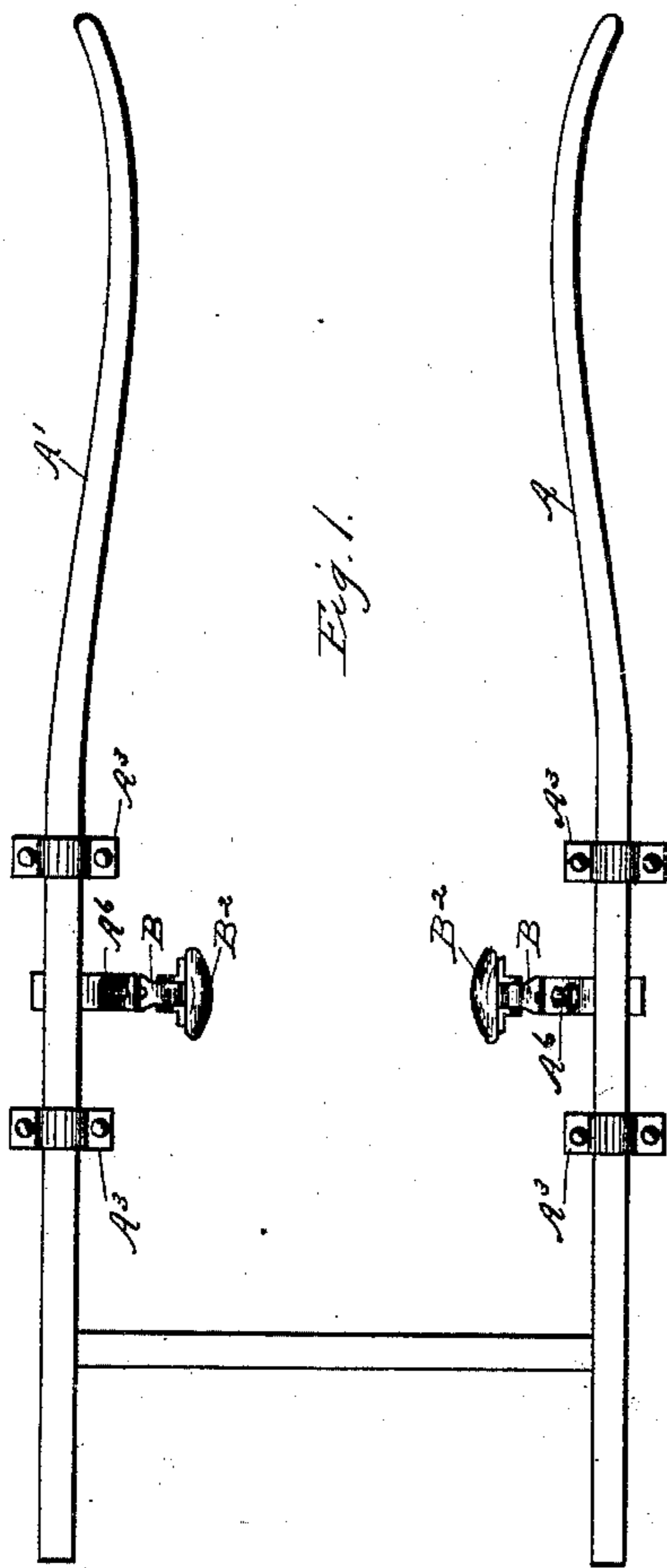


Fig. 1.

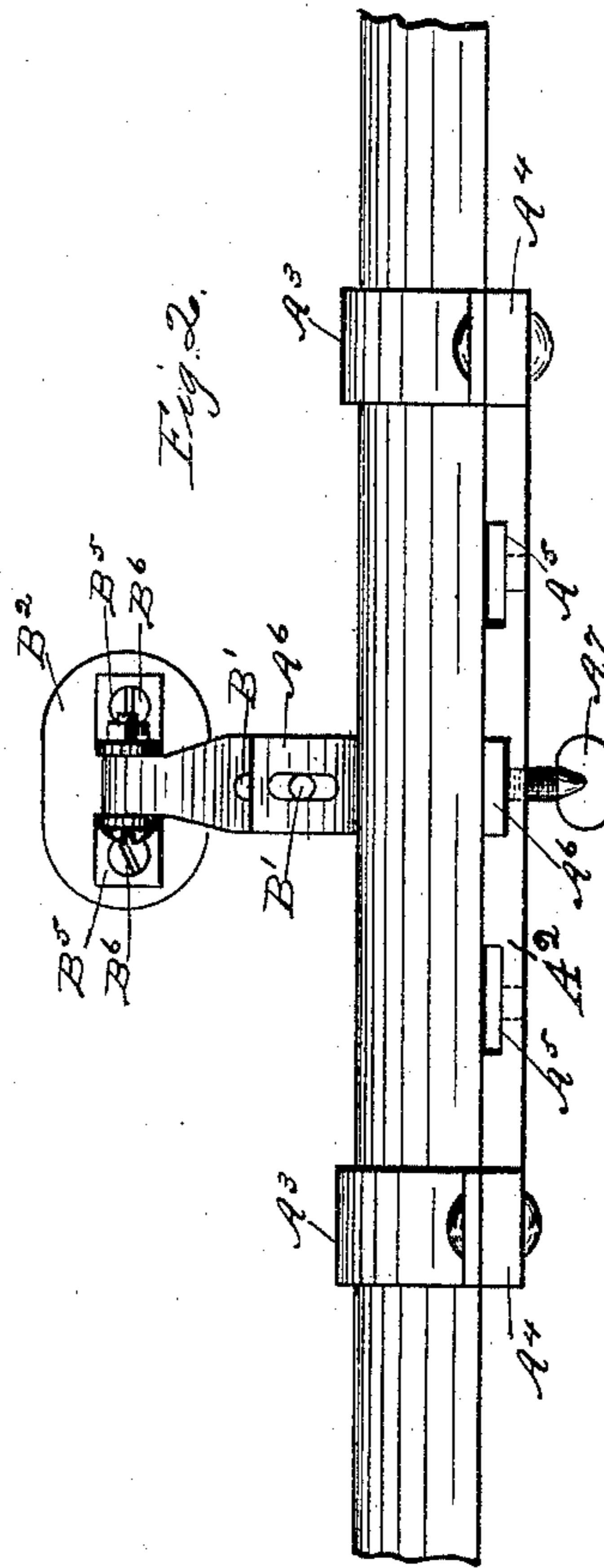


Fig. 2.

witnesses:
Frank C. Curtis,
John T. Booth

Inventor:
Patrick W. Cashion
by Geo. A. Mosher
Atty.

(No Model.)

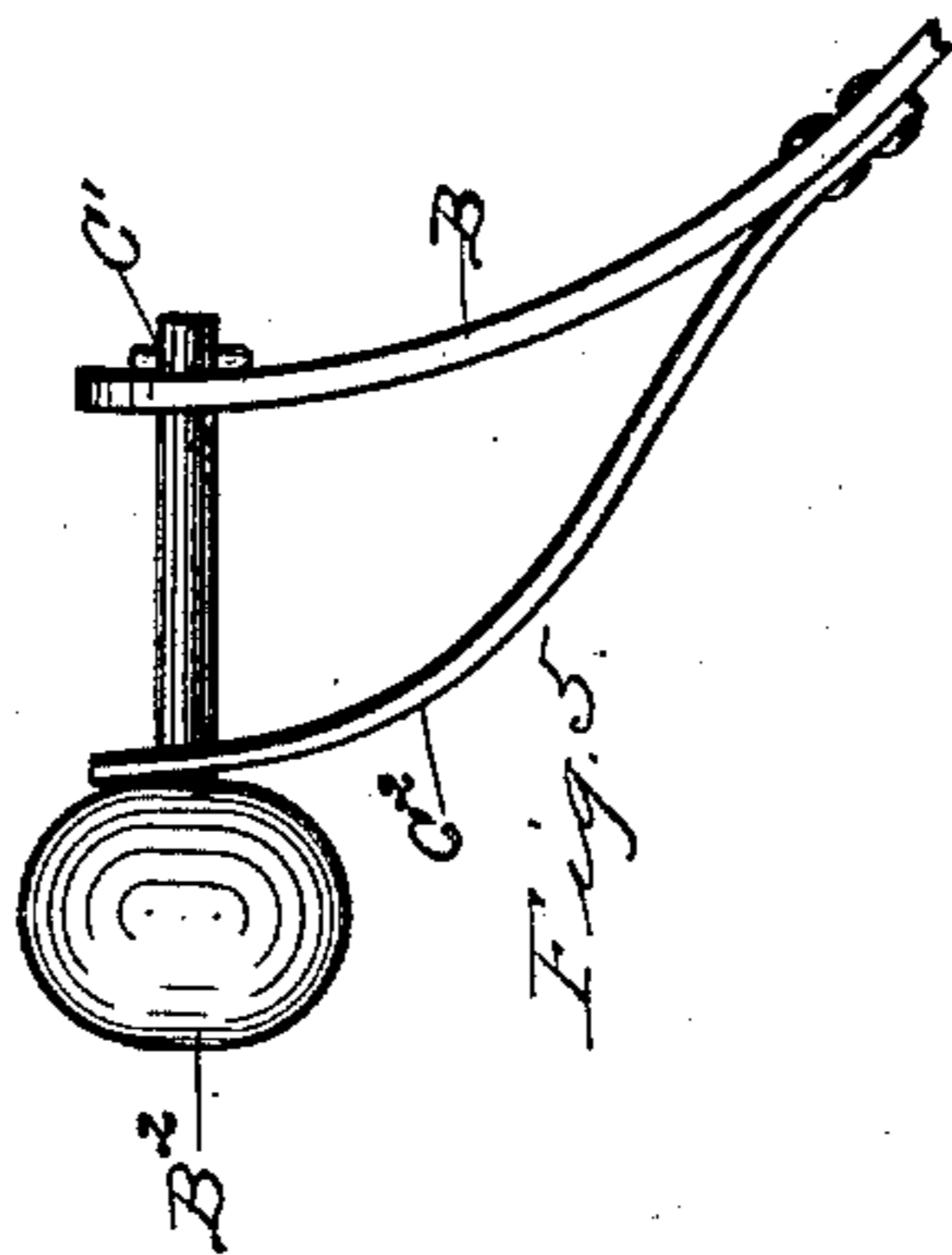
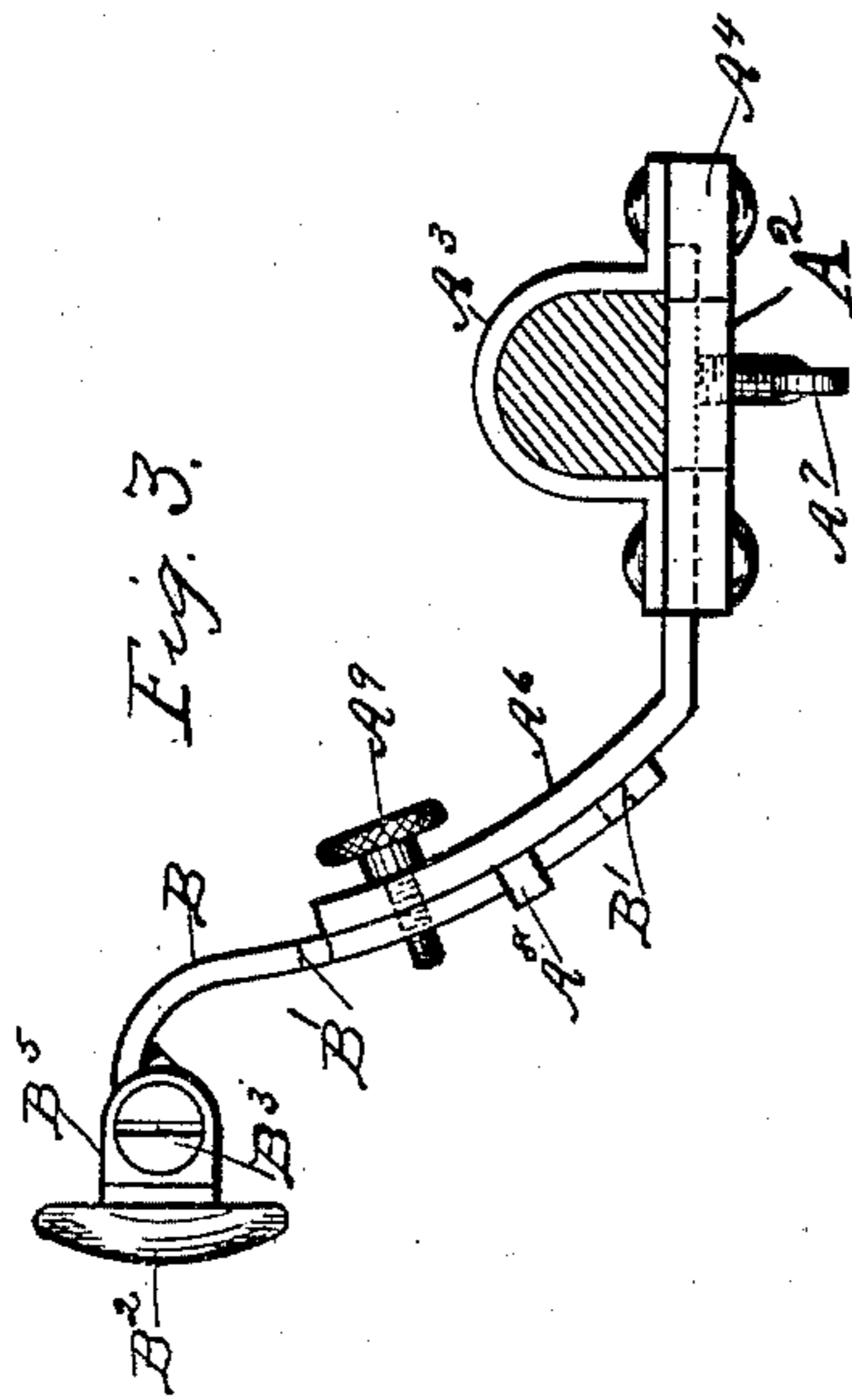
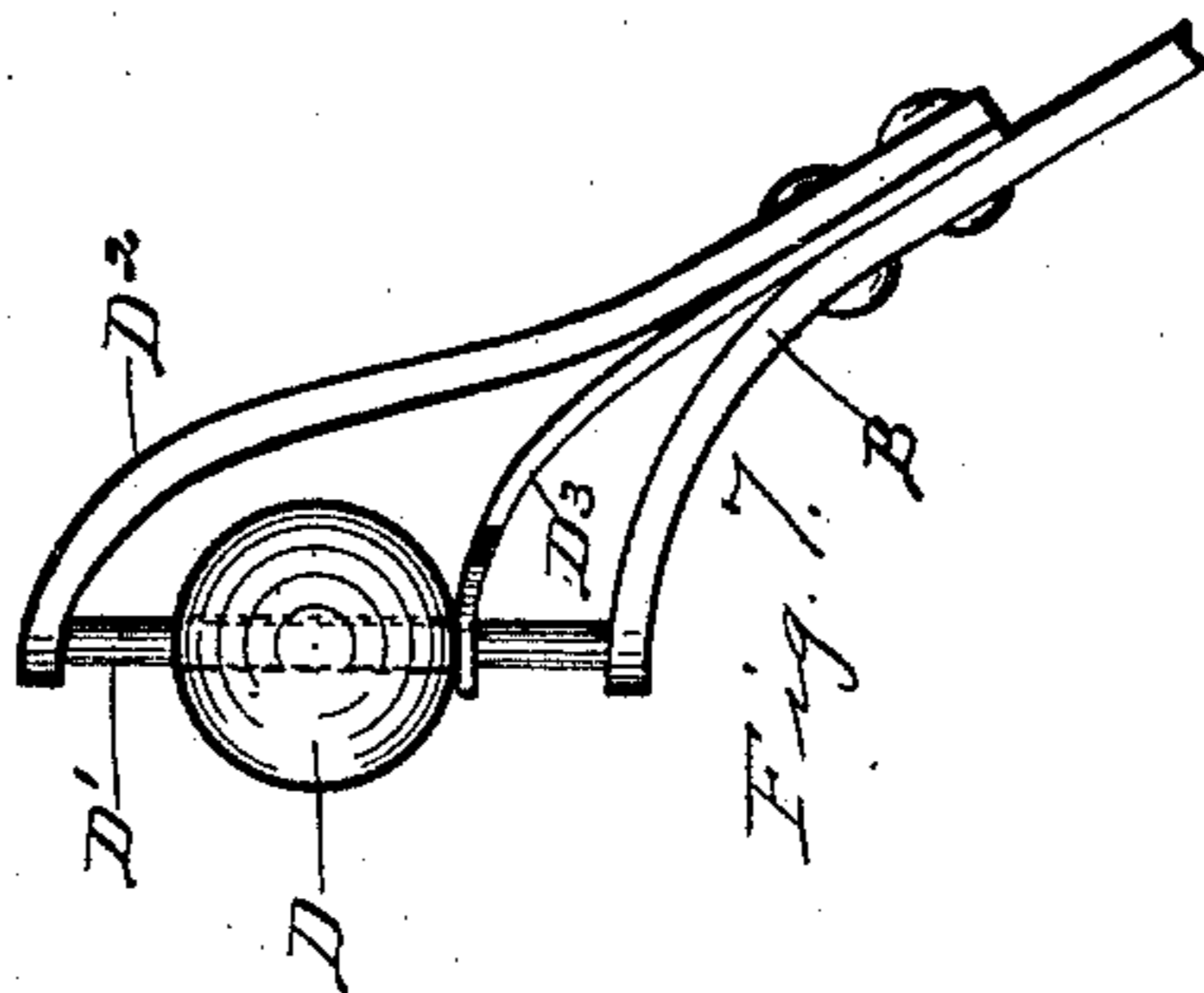
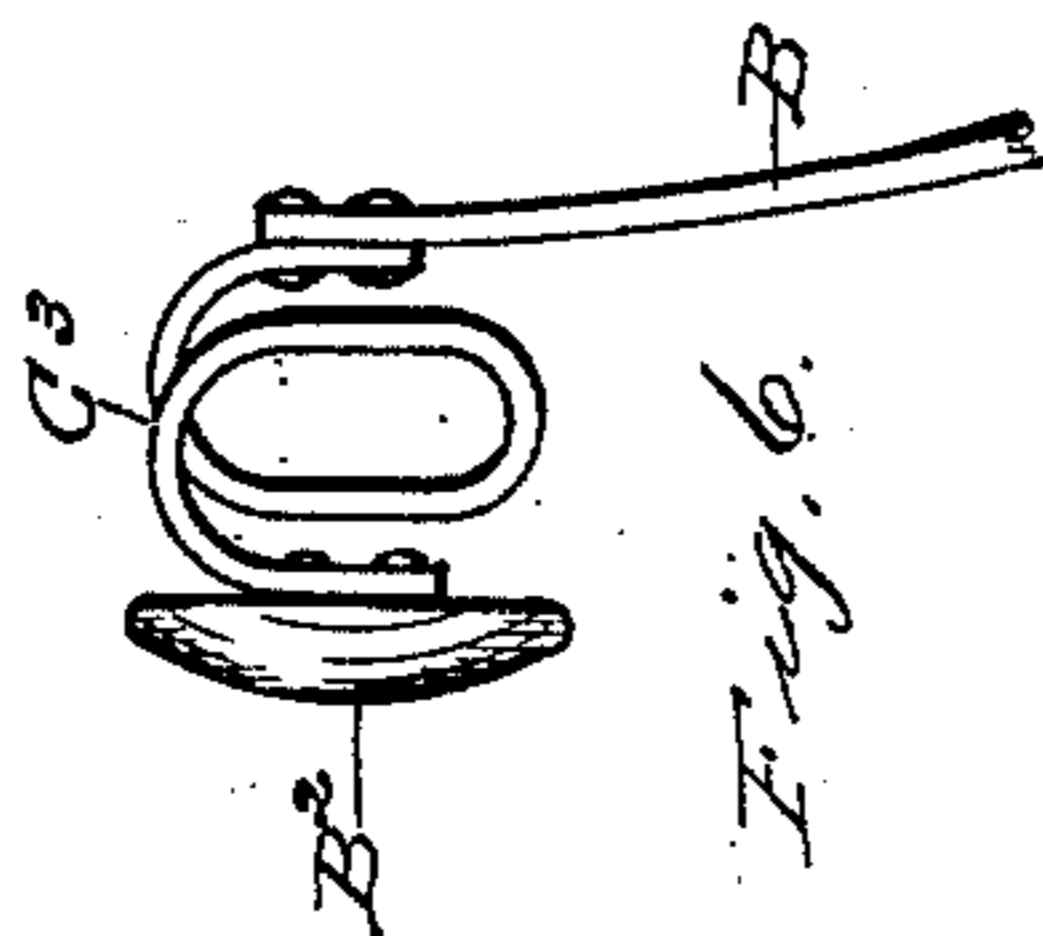
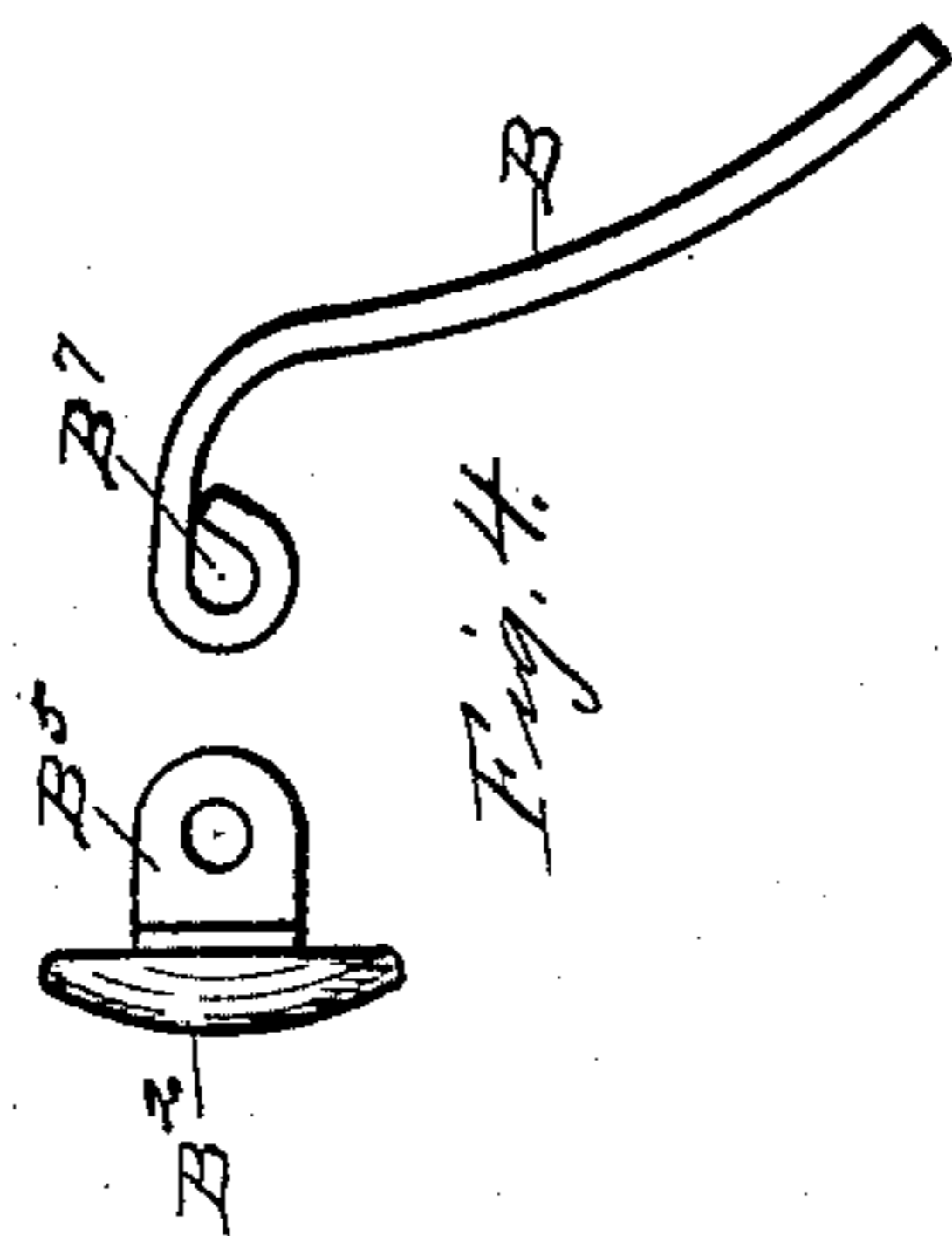
2 Sheets—Sheet 2.

P. W. CASHION.

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No. 445,540.

Patented Feb. 3, 1891.



Witnesses:
Frank C. Curtis,
John T. Dooch.

Inventor:
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UNITED STATES PATENT OFFICE.

PATRICK W. CASHION, OF GLENS FALLS, NEW YORK.

HORSE-TRACKING DEVICE FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 445,540, dated February 3, 1891.

Application filed June 10, 1890. Serial No. 354,943. (No model.)

To all whom it may concern:

Be it known that I, PATRICK W. CASHION, a citizen of the United States, residing at Glens Falls, in the county of Warren and State of New York, have invented certain new and useful Improvements in Horse-Tracking Devices for Vehicles, of which the following is a specification.

My invention relates to such improvements; and it consists of the novel construction and combination of parts hereinafter described and subsequently claimed.

Reference may be had to the accompanying drawings and the letters of reference marked thereon, which form a part of this specification.

Similar letters refer to similar parts in the several figures therein.

Figure 1 is a top plan view of a pair of vehicle-shafts detached, with my improved tracking device attached. Fig. 2 is a side elevation of a portion of one shaft and device attached. Fig. 3 is an end elevation of the parts shown in Fig. 2. Fig. 4 is an edge view of the pad and standard detached. Figs. 5, 6, and 7 represent modified forms of pads and method of attachment.

My improved device comprises two standards erected from the shafts of a vehicle, one from each shaft, each supporting at its upper end a pad or buffer in a position to engage the horse back of the flank, provided he travels so that his hind feet do not track with his fore feet. A single standard supporting a wheel and adjustably hinged to a clip, which was secured to one of the shafts and made adjustable longitudinally of the shaft, has been heretofore employed to improve the gait of horses.

My improvement consists of various mechanisms for adapting the device to the various forms and sizes of horses without changing the position of the parts directly connected with the shafts.

The shafts A A' are each provided with a bar A², extending longitudinally of the shaft and fixed upon its lower side in any known manner, as by the clips A³ passing over the shaft and riveted or bolted to lugs A⁴, projecting laterally from the bar. The bars are each provided with recesses A⁵, adapted to

receive the lower end of the standard A⁶. The standard is adjustably secured in one of the recesses by means of a set-screw A⁷. The standard is provided with a loop A⁸, adapted to receive the lower portion of the arm B. The arm is provided with a series of screw-threaded apertures B', adapted to receive the screw A⁹, which passes freely through an aperture in the standard, the shoulder A¹⁰ of the screw bearing upon the standard, whereby the arm may be adjustably secured upon the standard. The upper end of the arm is provided with a pad or buffer B², pivoted thereon by means of the eyebolt B³, which passes through the apertures B⁴ in the angle-irons B⁵, secured to the back of the buffer by screws B⁶ and the eye B⁷ in the upper end of the arm. The eyebolt is screw-threaded and adapted to fit a screw-threaded aperture in one of the angle-irons, by which bolt the irons can be drawn into close engagement with the inclosed end of the arm containing the eye, to secure the buffer at any desired angle relatively to the arm, in which it may be adjusted by a pivotal movement. I am thus able to easily and quickly adjust the distance apart of the two buffers without changing the relative vertical position of the standard-arms; also to adjust the height and relative angular position of the buffers to accommodate the same to the height and form of the horse.

The taller the horse the broader he is likely to be, and by having the engaging portions of the standards and arms curved the buffers will be separated from each other when the arms are raised upon the standards, making it unnecessary in ordinary use to change the lateral position of the standards in the recesses A⁵; but in the case of a young inexperienced horse it is desirable to separate the buffers as far as possible until the horse has become accustomed to their use, after which they may be adjusted more closely together.

The adjustment of the buffers longitudinally of the shafts will permit of any desired change of the position of the buffers lengthwise of the horse.

By having the bar A² and retaining-clips permanently fixed upon the shafts they can be painted to correspond with the shafts, all the adjustments being accomplished without

changing the position of the clips or bar or leaving any unpainted, marred, or unfinished portions exposed to view.

Any known form of buffer may be employed.

5 I have shown in Fig. 5 a ball C, fixed upon a pin C', rotary in apertures in the end of the supporting-arm, and a spring C², fixed upon the arm. The pin is adapted to slide longitudinally back and forth through the arm,
10 controlled by the spring, which tends to force the ball away from the arm to the position shown. The spring yields to pressure of the horse against the ball.

In Fig. 6 the buffer is secured to one end of
15 a coil-spring C³, the other end being secured to the arm, as shown.

The spring-controlled buffers yield readily to a violent movement of the horse, but suffice to guide the horse in the proper track.

20 In Fig. 7 the ball D is rotary on the spindle D', which is fixed at one end in the arm B and at its other end in the bracket-arm D². The ball when not in use is supported by the spring D³ in the position shown, which is at the middle
25 part of the spindle. The slide and rotary movements of the ball permit its surface which comes in contact with the horse to partake of the vertical and longitudinal movements of the latter.

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

1. The combination, with a fixture upon the shaft of a vehicle, of a standard longitudinally and laterally adjustable therein, and a buffer vertically adjustable on the standard, substantially as described. 35

2. The combination, with a standard having a curved arc and an attaching-shank, of a buffer-arm having a correspondingly-curved arc, means, substantially as described, for adjust- 40 ably binding the curved portions together, and a buffer secured to the buffer-arm, substantially as described.

3. The combination, with the shaft of a vehicle, of a standard erected therefrom, a buffer movably secured to the upper end of the standard, and a buffer-controlling spring, substantially as described. 45

4. The combination, with the shaft of a vehicle, of a standard erected therefrom, a buffer pivoted upon such standard, and means, substantially as described, for adjustably securing the buffer in a fixed position upon its pivot, substantially as described. 50

In testimony whereof I have hereunto set
my hand, this 31st day of May, 1890. 55

PATRICK W. CASHION.

Witnesses:

GEO. A. MOSHER,
CHAS. L. ALDEN.