

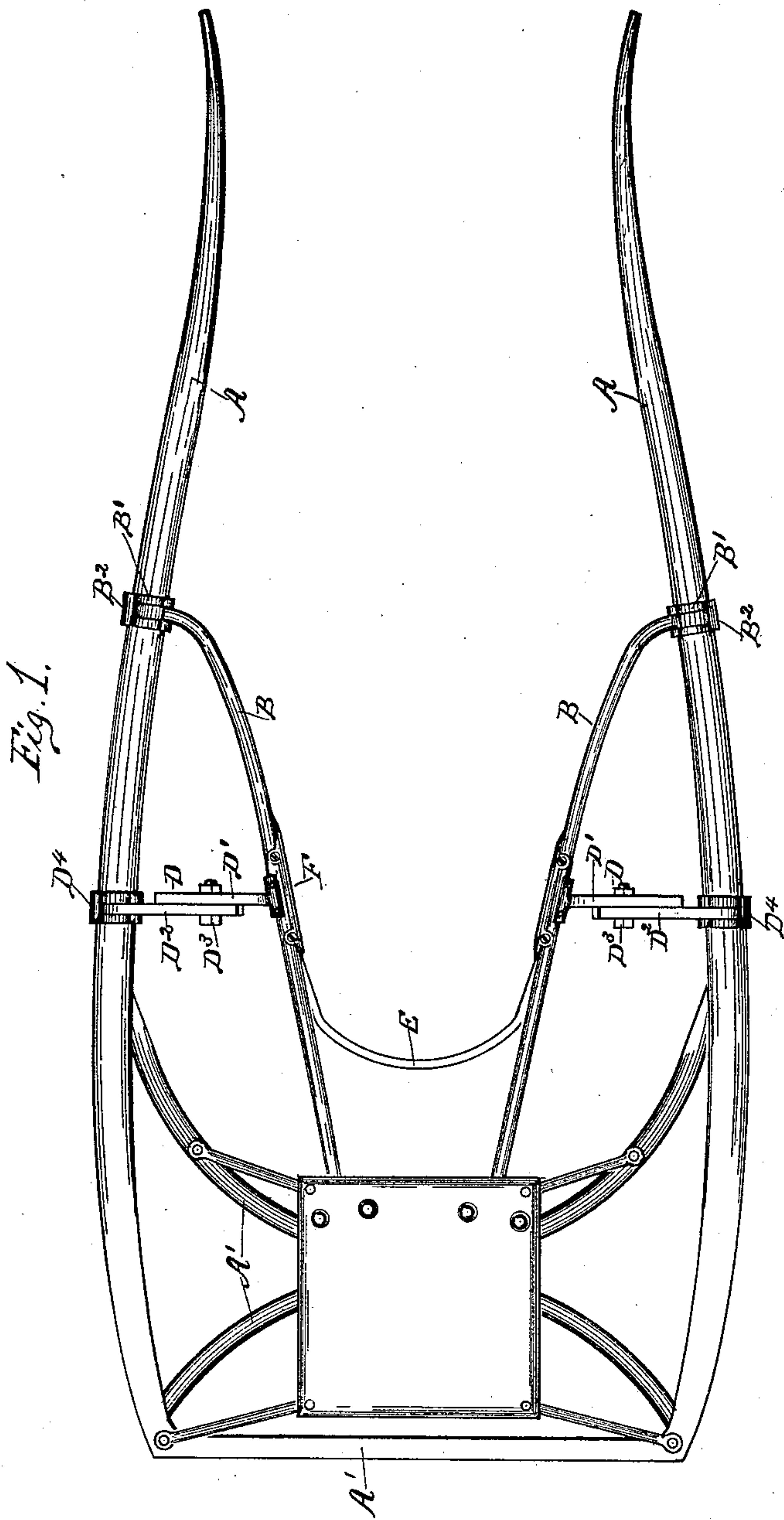
(No Model.)

2 Sheets—Sheet 1.

P. W. CASHION.
HORSE TRAINING DEVICE.

No. 464,113.

Patented Dec. 1, 1891.



Witnesses:
Frank C. Curtis.
W. E. May.

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

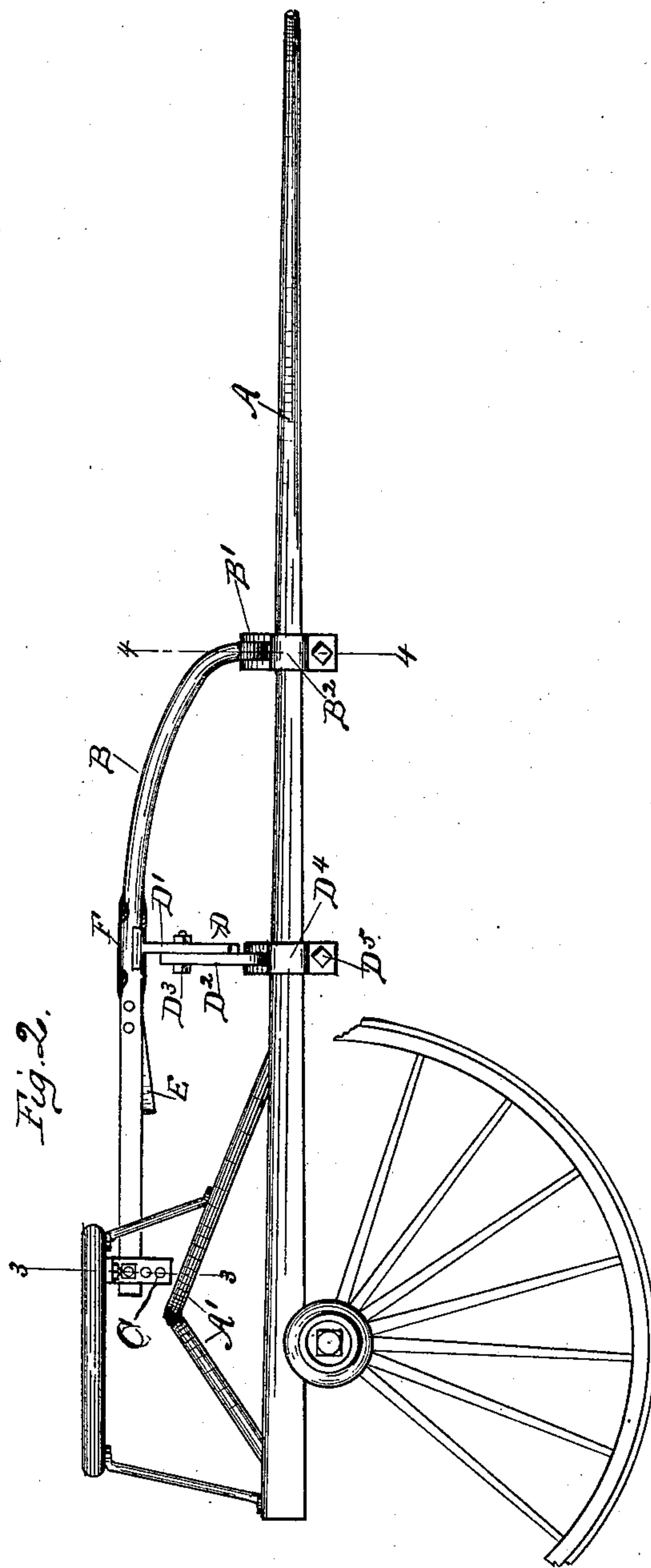
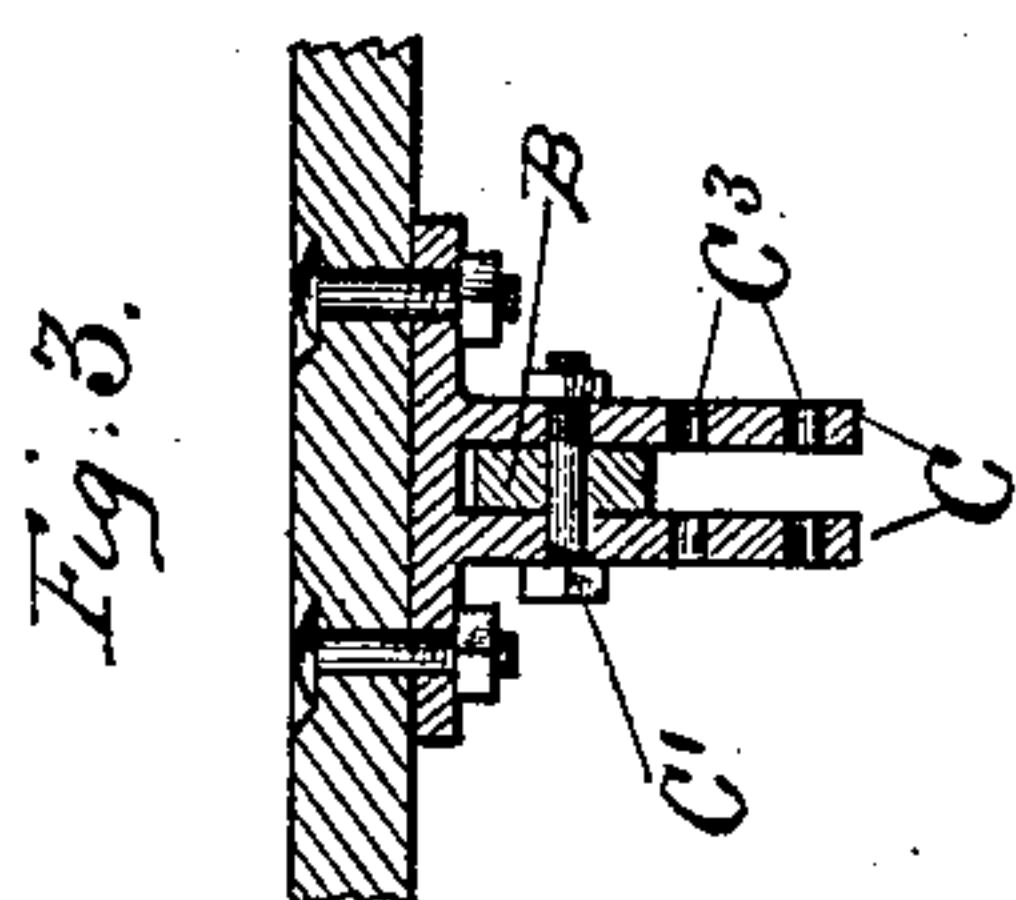
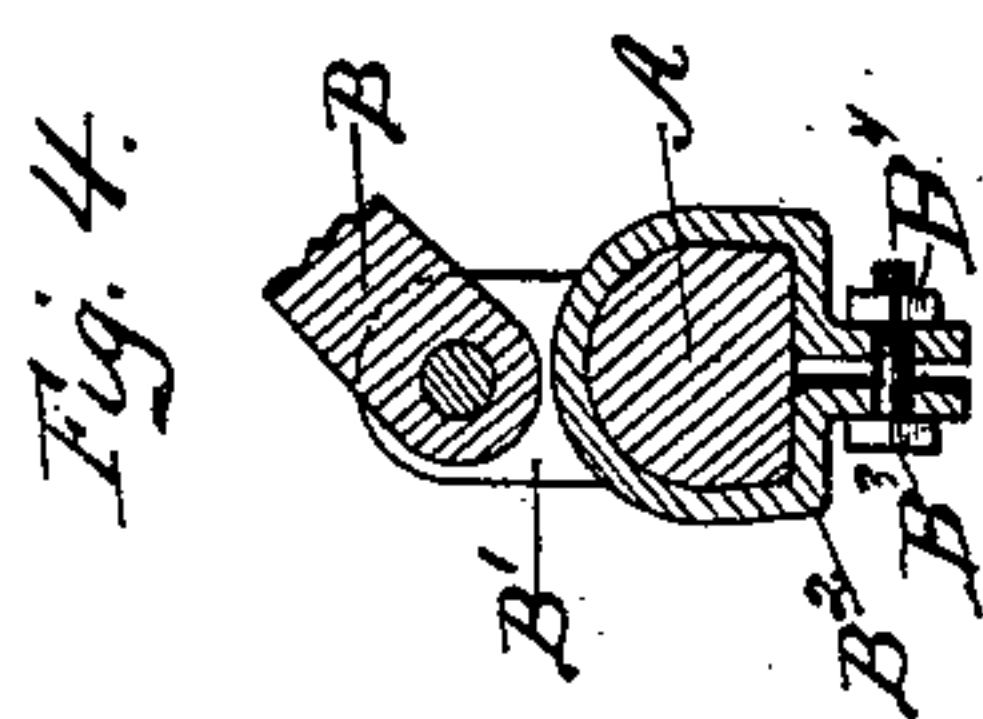
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2 Sheets—Sheet 2.

P. W. CASHION.
HORSE TRAINING DEVICE.

No. 464,113.

Patented Dec. 1, 1891.



Witnesses:
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Ch. E. Ray.

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UNITED STATES PATENT OFFICE.

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

HORSE-TRAINING DEVICE.

SPECIFICATION forming part of Letters Patent No. 464,113, dated December 1, 1891.

Application filed March 4, 1891. Serial No. 383,659. (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, county of Warren, and State of New York, have invented certain new and useful Improvements in Horse-Training Devices, 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 to 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 with my improved training device attached. Fig. 2 is a side elevation of the parts shown in Fig. 1, with a portion of one of the vehicle-wheels. Fig. 3 is a vertical section taken on the broken line 3 3 in Fig. 2. Fig. 4 is a vertical section taken on the broken line 4 4 in Fig. 2.

My improved device comprises a pair of adjustable spring-controlled guide-rails, respectively rising from the middle part of the shafts and extending backward along converging lines to the seat or body of the vehicle, adapted to engage the horse back of the flank, provided his hind feet do not track in line with his fore feet.

The shafts A are connected by a skeleton frame A', which supports the seat A², adapted for a horse-trainer's sulky. The rails B are pivoted at their forward ends upon the middle part of the shafts, as by a pivot B', passed through the ears of clips B², secured to the shaft by the screw-threaded bolt B³ and nut B⁴. The rails bow upward and extend backward convergingly, as shown in Fig. 1, to the seat, to which they are rigidly secured. The hind quarters of the horse occupy the space between the rails, and the close proximity of the rails on either side of the horse prevents him from acquiring the habit of traveling with his hind feet on one side of the track formed by his fore feet, and will break up the habit if already acquired. If the shafts themselves were brought sufficiently near together

to guide the horse they would wear and chafe his legs and be more easily broken. The rails are raised high enough to not interfere with the free action of the limbs or the muscular movements of the horse, and I prefer to rigidly secure the rear ends of the rails in such a manner that they can be adjusted vertically and so that the rails will yield somewhat laterally. The rails are each flattened toward their rear ends, as shown, and rigidly secured between the ears of the metallic support C by a bolt C', adapted to pass through apertures C³ in the ears and the rails, as shown in Fig. 3. The rails being pivoted at their forward ends upon axial lines approximately parallel with the shafts and rails, the rails are held in their normal upright position, as shown, by means of the ears of the metallic support; but the torsional spring or resiliency of the rails would permit of their being moved laterally when subjected to a lateral strain. By changing the position of the bolt C' in the ear-holes the device can be adapted to horses of different sizes. When desired, side braces D may be employed to assist in resisting lateral strains. These braces are made in two parts, D' and D²—one secured at one end to a shaft A and the other at one end to a rail B, the other ends being adjustably secured to each other, as by a screw-threaded bolt D³ and nut. One of the parts, as D², is pivoted to the clip D⁴, secured upon the shaft by bolt D⁵, which permits the braces to move freely with the rails.

When desired, the rails may be connected by a slack breeching-strap E, which serves to prevent the horse from getting too far back in the rails, and as a mutual brace between the rails when a considerable lateral movement is communicated to one of them.

In cases where the horse has already formed the habit of traveling with his hind feet always on one and the same side of the track-line formed by his fore feet, one of the rails may be dispensed with, when desired, only the rail erected upon that side toward which his hind quarters incline being retained.

The rails are preferably made of wood, and the grain of the wood is likely to swell and puff out when wet.

To provide against chafing or wearing off

the hair of the horse when the rail is wet, I provide a smooth metallic plate F, which is secured upon the inner side of the rail at that point which comes in contact with the horse.

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

1. In a vehicle, the combination, with one of the shafts, of a guide-rail pivotally secured at one end to the middle part of the shaft and
10 rigidly secured at the other end to the vehicle, substantially as described.

2. In a vehicle, the combination, with the shafts, of a pair of guide-rails bowed at one end and secured to the middle part of the
15 shafts in a rising position, the other ends of the rails converging toward each other and being adjustably fixed to the body of the vehicle, substantially as described.

3. In a vehicle, the combination, with a pair
20 of guide-rails severally secured at their forward ends to the middle part of the shafts and at their rear ends to the body of the vehicle, of adjustable side braces connecting

each rail with the contiguous shaft, substantially as described.

4. In a vehicle, the combination, with a pair
25 of guide-rails severally secured at their forward ends to the middle parts of the shafts and at their rear ends to the body of the vehicle, of a breeching-strap connecting such rails
30 intermediately of their ends, substantially as described.

5. The combination, with a vehicle-shaft, of a guide-rail secured at one end to the
35 body of the vehicle and at the other end to the middle part of the shaft, and a smooth metallic plate secured upon the inner side of the guide-rail to protect the horse from the rail, substantially as described.

In testimony whereof I have hereunto set
40 my hand this 25th day of February, 1891.

PATRICK W. CASHION.

Witnesses:

GEO. A. MOSHER,
FRANK C. CURTIS.