

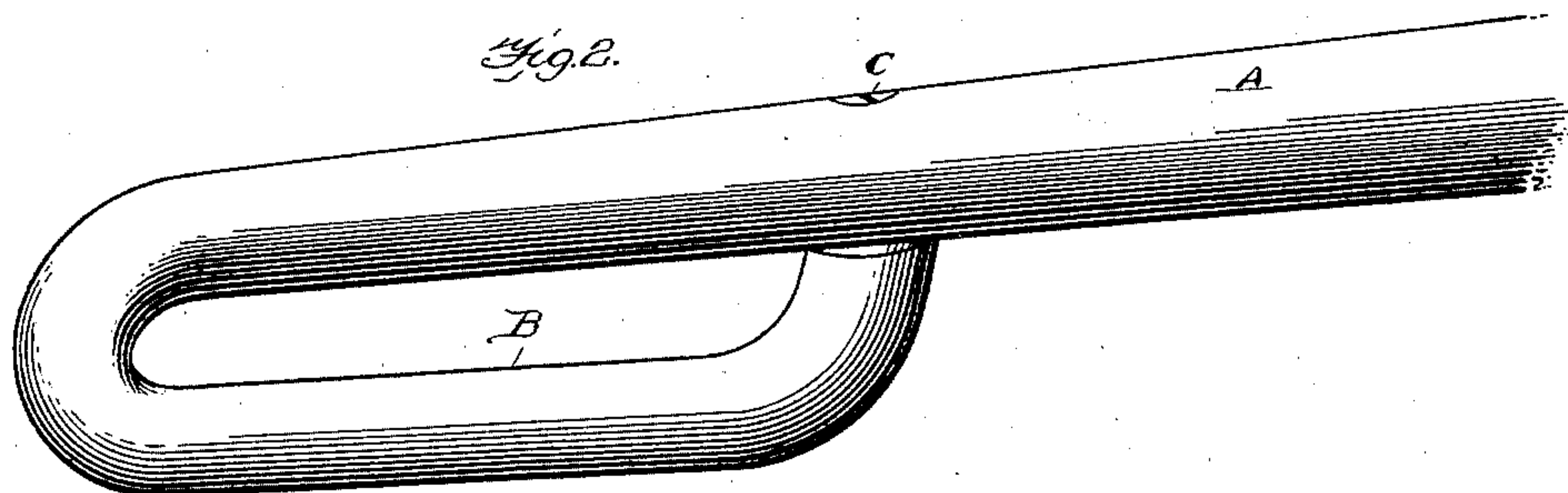
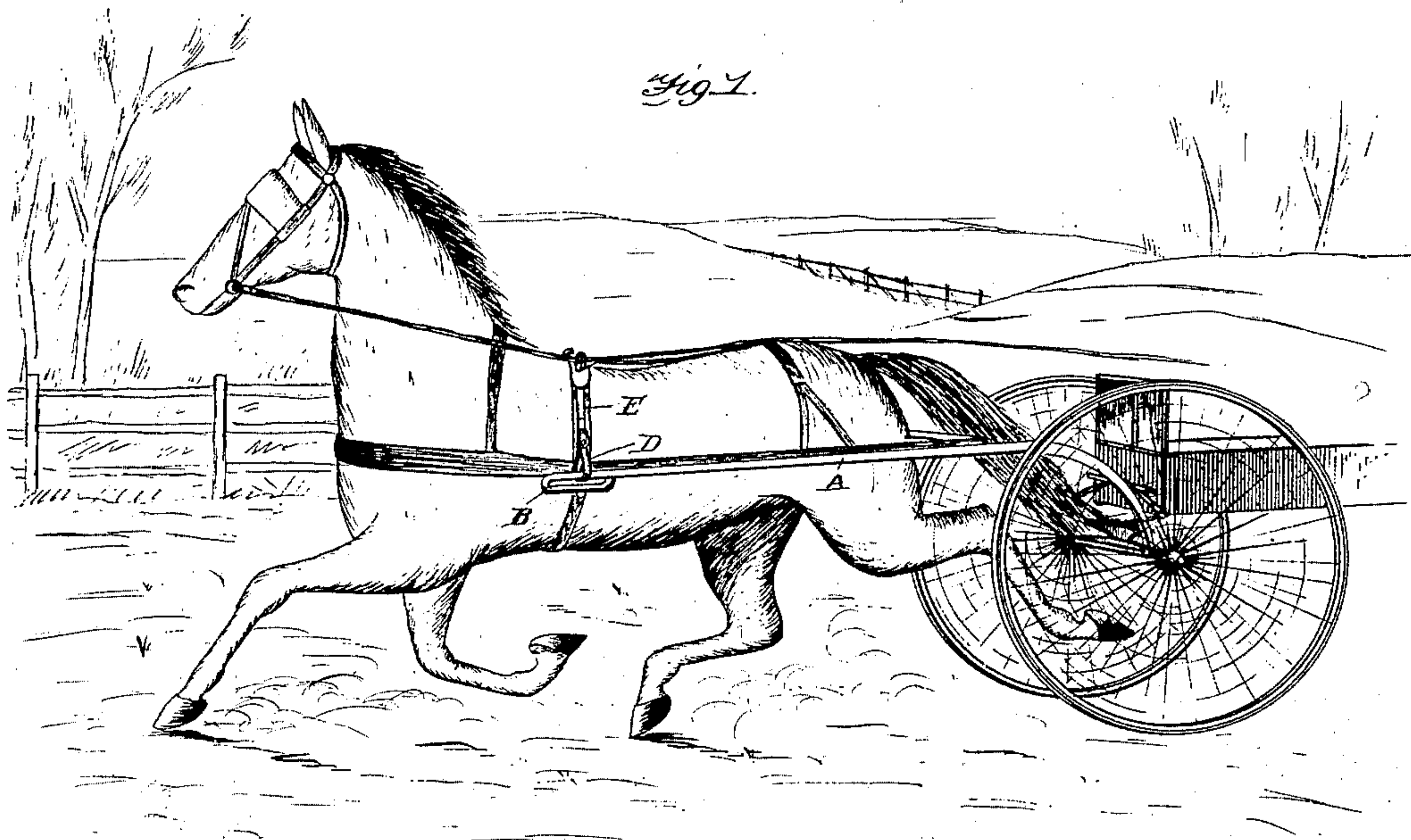
No. 612,787.

Patented Oct. 18, 1898.

R. S. PICKETT.
VEHICLE SHAFT.

(Application filed Sept. 14, 1897.)

(No Model.)



Witnesses

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UNITED STATES PATENT OFFICE.

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VEHICLE-SHAFT.

SPECIFICATION forming part of Letters Patent No. 612,787, dated October 18, 1898.

Application filed September 14, 1897. Serial No. 651,592. (No model.)

To all whom it may concern:

Be it known that I, RUFUS S. PICKETT, residing at New Haven, in the county of New Haven and State of Connecticut, have invented a new and useful Improved Vehicle-Shaft, of which the following is a specification.

This invention relates to improvements in the construction of shafts for sulkies, buggies, or other like vehicles, and has for its object to provide means whereby the breeching-straps may be dispensed with, if desired, or, if retained, my improved device will serve as auxiliary means for securing the horse within the shafts when the vehicle is being backed or in going downgrade.

It is a fact frequently observed that the breeching-straps are very inefficient means for maintaining the vehicle at a proper distance in the rear of the horse, as to serve such purpose efficiently the breeching is usually too tight, and if too loose the vehicle has more than proper play. In addition to this the constant sliding back and forth of the shafts within the shaft-straps or bands has a tendency to wear both the straps and the shafts. The projected ends of the shafts being pointed are, moreover, a source of constant danger both to the horse and to other horses, as well as to pedestrians, as in most injuries inflicted it is most commonly the case that the injured person was struck by the shaft ends instead of by the horse. This objection to pointed shafts is not wholly remedied by bending the ends downwardly, as such bending makes the attachment of the horse much more difficult, as well as making the shafts unsightly. By the use of my improved shafts in very light vehicles even the traces may be omitted and the horse will be still securely harnessed to the vehicle.

In the drawings herewith, forming a part of this specification, in which like parts are indicated by similar letters of reference, Figure 1 is a perspective view showing the application of my improved device to buggy-shafts. Fig. 2 is a detail view showing my device as of integral construction with a shaft.

Referring now more particularly to the accompanying drawings, A designates the shaft, which is shortened at its free end and at its ex-

tremities is bent downwardly and rearwardly, forming an elongated loop B beneath the shaft. A screw C passes through the shaft into the end of the loop and unites the same to the under side thereof. The straps D upon the shaft-band E are adapted to pass through said loop B and be buckled above the same, as shown. In this position the shaft will only have a longitudinal play equal to the length of the loop B, which may be of any length desired, but which is preferably only two or three times the length of the strap width.

It will be readily observed that in light vehicles, such as shown in the drawings herewith, no breeching-straps will be required, and in any other vehicles of the lightest character, such as sulkies, the traces may be likewise dispensed with. The ends of the shafts in my construction will be, by reason of the padded shaft-band, held outwardly from the sides of the horse, so as not to touch the same, thereby preserving the horse from the abrading contact of the shafts. My device has the further advantage that in case the breeching or the traces should become detached or broken the horse will be still securely harnessed within the shafts, which is a very great consideration in the event of the horse running away or in going down especially steep grades.

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

1. The combination with the shafts of a vehicle having their extremities bent downwardly and rearwardly and united to the under side thereof, thus forming an elongated loop on the under side thereof, substantially as set forth.

2. The combination with the shafts of a vehicle, having their extremities bent downwardly and rearwardly forming elongated loops on the under side thereof, of securing-screws passing through the shafts and engaging the ends of the loops and uniting the same to the under side of the shafts, substantially as set forth.

RUFUS S. PICKETT.

Witnesses:

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