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PATENTED MAR. 13, 1906.

A. M. McGEARY.

HORSE CONTROLLING ATTACHMENT FOR VEHICLES.

APPLICATION FILED JULY 11, 1905.

2 SHEETS—SHEET 1.

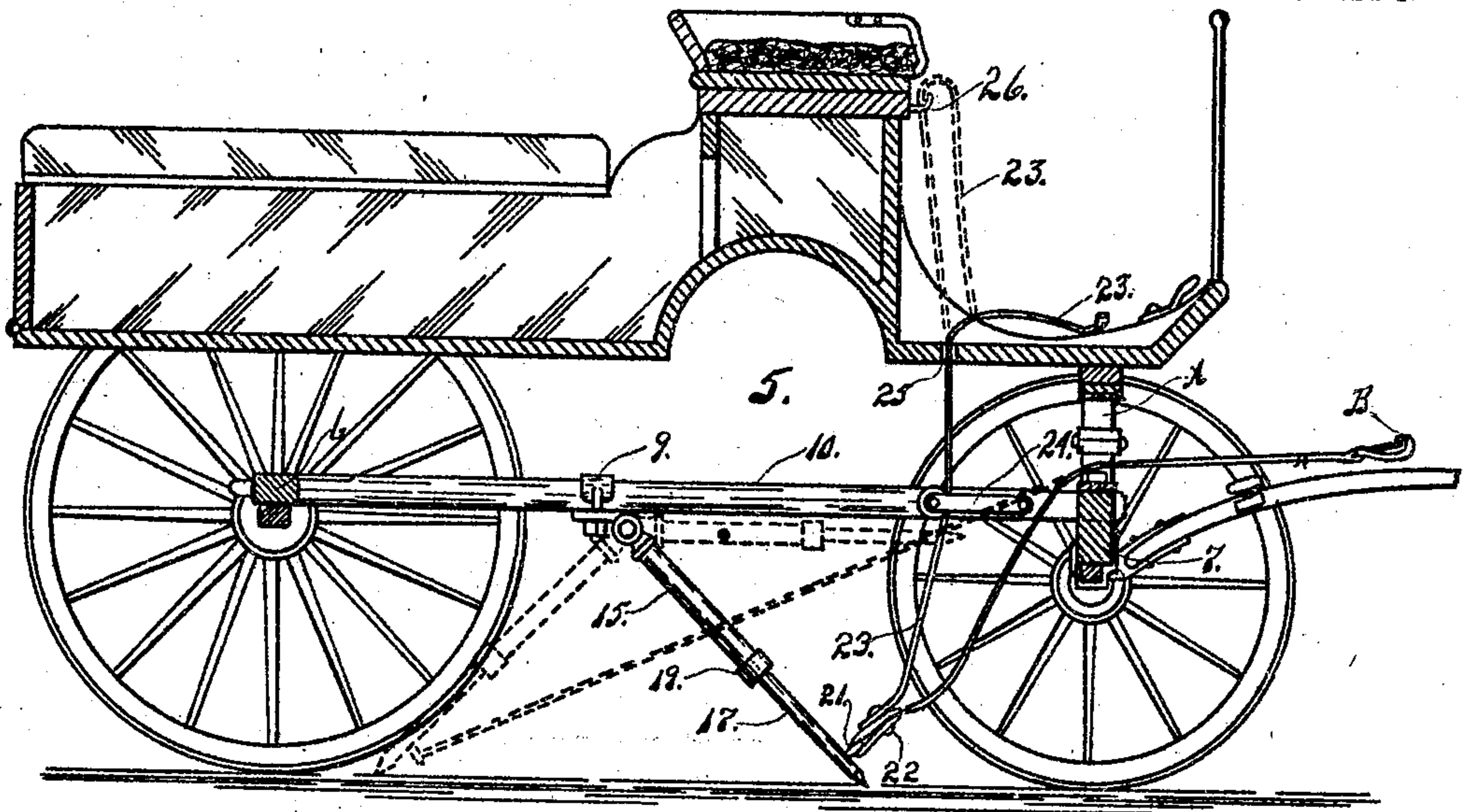


Fig. 1

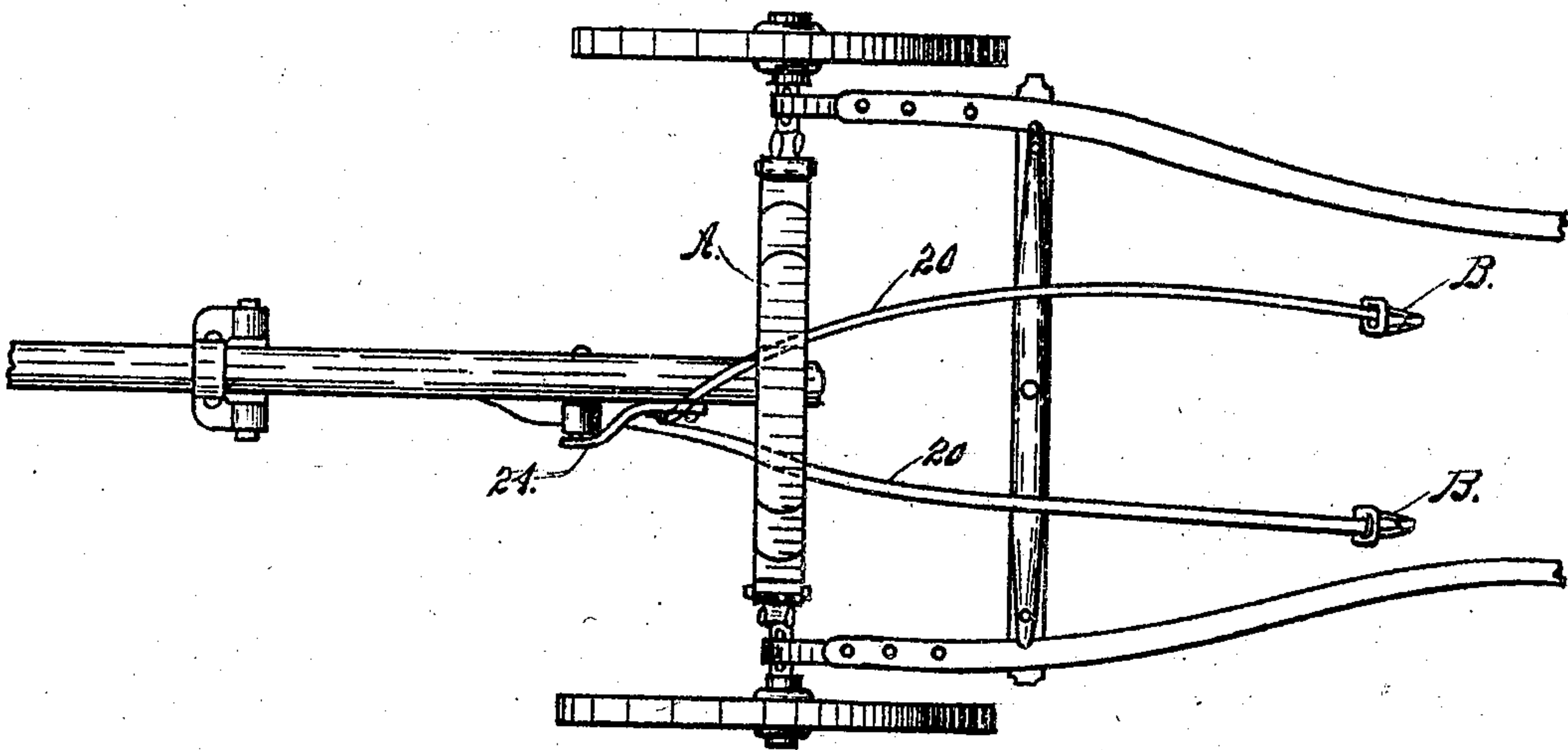


Fig. 2

Albert M. McGeary.
Inventor

Witnesses
Burt L. Rhoads.
Dena Nelson.

by *Attorney*

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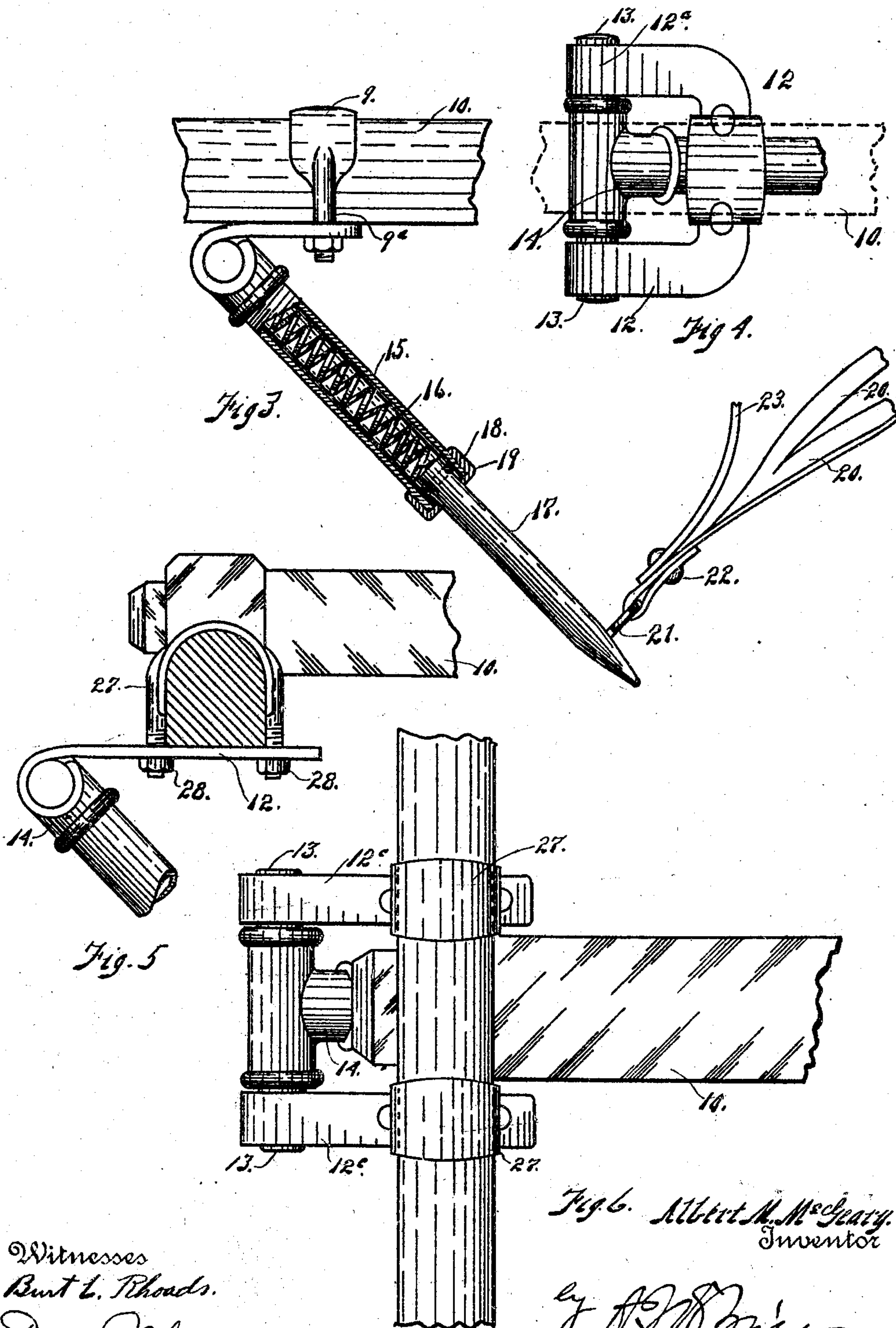
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Witnesses
Burt L. Rhoads.
Denna Nelson.

Fig. 6. Albert M. McGeary.
Inventor

by *A. J. Brown*
Attorney

UNITED STATES PATENT OFFICE

ALBERT M. McGEARY, OF CANON CITY, COLORADO.

HORSE-CONTROLLING ATTACHMENT FOR VEHICLES.

No. 814,915.

Specification of Letters Patent.

Patented March 13, 1906.

Application filed July 11, 1905. Serial No. 269,159.

To all whom it may concern:

Be it known that I, ALBERT M. McGEARY, a citizen of the United States, residing at Canon City, in the county of Fremont and State of Colorado, have invented certain new and useful Improvements in Horse-Controlling Attachments for Vehicles; 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 letters and figures of reference marked thereon, which form a part of this specification.

My invention relates to improvements in devices attached to vehicles for controlling the horse or horses hitched thereto.

My improved attachment consists of a device hinged at a suitable point to the vehicle and normally suspended out of the operative position. When, however, it is desired to leave the vehicle, the driver simply releases the hinged device, which drops to the surface upon which the vehicle stands and is originally forwardly inclined or occupies a position with the extremity which engages the surface considerably in advance of the hinging-point of the device. The extremity of the device in engagement with the surface should be sufficiently pointed to catch in the said surface, whereby it is prevented from slipping, and as the vehicle continues its forward movement, the lower extremity of the device being retained in the original position in which it struck the surface, soon occupies a relatively rearward position. Straps or lines are connected with this hinged or pivoted device preferably near the lower extremity thereof, the opposite extremities of the lines or straps being connected with the bridle-bit of the horse or the bits of the horses hitched to the vehicle. Now as the relative position of the lower extremity of the hinged device changes, as heretofore explained, the lines or straps connected with the horse or horses are correspondingly tightened, and by the time the pivoted checking device reaches its rearward limit of movement the straps connected with the team will be so tightly drawn that further forward movement is impossible.

Having briefly outlined my improved construction, I will proceed to describe the same in detail, reference being made to the accom-

panying drawings, in which is illustrated an embodiment thereof.

In the drawings, Figure 1 is a vertical section of a vehicle, illustrating my improved device in use, the pivoted device and the straps connected therewith being shown in two positions, one in full lines and the other in dotted lines. Fig. 2 is a plan view showing a portion of the vehicle and illustrating the two straps adapted to be connected with the animal. Fig. 3 is a detail view showing a portion of the pivoted checking device in section. Fig. 4 is a top view of the clip with which the checking device is connected. Fig. 5 is a section taken through the rear axle of the vehicle and illustrating the clip connected therewith. Fig. 6 is a top view of the same. In Figs. 4 to 6, inclusive, the parts are shown on a larger scale than in Figs. 1 and 2.

The same reference characters indicate the same parts in all the views.

Let the numeral 5 designate a vehicle considered in its entirety. This vehicle may be of any suitable construction and may be adapted for use with one or two horses, as may be desired. The rear axle of the vehicle is designated 6, the forward axle 7, and the reach 10. Connected with the reach, as shown in Figs. 1 to 4, inclusive, is a U-bolt 9, which straddles the reach. The depending threaded arms 9^a of this bolt pass through the forward part of a U-shaped clip 12 on opposite sides of the reach. The rear extremities 12^a of this clip form bearings for the journals 13 of a T-shaped device 14, provided with a hollow bar 15, in which is located a coil-spring 16 and in which is adapted to telescope a rod 17, which enters the hollow bar and engages the spring thereof. The extremity of this rod 17 within the hollow bar is provided with a collar 18. The rod is connected with the hollow bar or tube 15 by means of a locking-sleeve 19, through which the rod 17 passes, the sleeve being threaded upon the bar. As the rod 17 fits closely in the opening of the sleeve, the collar 18 prevents the rod from escaping from the hollow bar. The device composed of the parts 15 and 17, connected as aforesaid, may be termed the "hitching" or "checking" device.

Connected with the lower extremity of the rod 17 in any suitable manner are two hitching straps or lines 20. As shown in the drawings, the lower extremity of the rod 17 is

provided with a staple 21 and the two straps 20 are connected with that staple by means of a rivet 22. The two straps 20 are of sufficient length to extend forwardly to the bridle-bit of the horse attached to the vehicle. If a single horse is used, the extremities of these straps are connected with the bit on opposite sides. If two horses are employed, one strap is connected with the inner extremity of the bridle-bit of each horse. Also connected with the rod 17 by means of the rivet 22 is a third strap 23, which passes upwardly through a guide 24, attached to the reach, and thence upwardly through an opening 25 in the bottom of the vehicle, its upper extremity being accessible to the driver. As shown in the drawings in full lines, this strap 23 extends upwardly and is connected with a hook 26, attached to the framework of the seat of the vehicle. The point where the strap 23 is connected with this hook is some distance from the upper extremity of the strap when the pivoted hitching device is raised, or in the upper dotted-line position in Fig. 1. Hence this strap will hang downwardly from the hook 26, its lower extremity ordinarily lying upon the bottom of the vehicle, as shown by dotted lines in Fig. 1.

The straps 20 may pass through the forward spring A of the vehicle or between the upper and lower members of the said spring in vehicles having springs; otherwise the straps 20 may be guided in any suitable manner whereby they are prevented from getting out of position. The forward extremities of these straps 20 are preferably provided with snap-hooks B to facilitate their connection with the bridle-bit of the animal.

From the foregoing description the use and operation of my improved device will be readily understood. Assuming that the pivoted hitching device is in the position shown by the upper dotted lines in Fig. 1, the straps 20 will be slackened, while the strap 23 occupies the position shown by dotted lines, being connected with the hook 26 at some distance from its upper extremity. Now assuming that the driver wishes to leave the vehicle and leave the horse hitched, he unhooks the strap 23 from the hook 26, thereby releasing the pivoted hitching device and allowing it to drop to the full-line position in Fig. 1. The straps 20 must be of such length as to allow the lower extremity of the pivoted device to strike the surface, and in order to insure perfect operation of the device there should still be a little slack in the straps 20 after the point of the hitching device engages the surface in order to allow the pointed extremity of the device to catch in the said surface. As soon as this occurs the lower extremity of the hitching device is prevented from moving forwardly with the vehicle, and this relative change of movement causes the hitching device to approach the lower inclined position

in Fig. 1, thus continually tightening the straps 20 and checking the animal. The travel from the full-line position in Fig. 1 to the lower dotted-line position in the same figure will be sufficient to prevent further movement of the animal under all circumstances. Ordinarily the animal will stop before the hitching device has moved the full distance. In order to allow the device to operate without penetrating the surface to any considerable extent and in order to prevent any tendency of the device to raise the vehicle, the rod 17 is made to telescope in the hollow bar 15, whereby the spring 16 is compressed while the device is moving from the full-line to the lower dotted-line position in Fig. 1.

In the form of construction shown in Figs. 5 and 6 the clip in which the pivoted hitching device is journaled is composed of two members 12^c, one being located on each side of the reach and each being connected with the axle by a U-bolt 27, nuts 28 being applied to these bolts after their arms are passed through openings formed in their respective clips. The rear extremities of the clip members 12^c are shaped to receive the journals 13 of the pivoted hitching device in substantially the same manner as the clip 12. This construction simply illustrates a means for connecting the pivoted hitching device with the rear axle of the vehicle rather than with the reach, as shown in the other views.

Having thus described my invention, what I claim is—

1. The combination with a vehicle provided with two bearings one on each side of the reach, of a device composed of two parts one being hollow to receive the other, the latter being provided with a T-head engaging the said bearings whereby the upper end of the device is pivotally connected with the vehicle, a coil-spring located within the hollow member of the device and acting on the other member which is freely movable therein, the spring-actuated member having a collar, and the hollow member a stop at its outer extremity to limit the outward movement of the spring-actuated member, the length of the device being such that its spring-actuated member is adapted to engage and catch in the surface forward of the pivot, and a connection between the device and the animal to be checked or hitched.

2. In a horse-hitching attachment for vehicles, the combination with a vehicle provided with two bearings centrally located, and a device having a T-head engaging the said bearings, the said device being composed of a hollow member, and a second member engaging the hollow member and moving freely therein, a coil-spring located within the hollow member and acting to throw the telescoping member outwardly, the two members being constructed to limit the outward move-

ment of the telescoping member, the free extremity of the telescoping member being adapted to engage and catch in the surface engaged by the vehicle, and means for connecting the device with the animal to be hitched.

3. The combination with a vehicle, of a clip secured thereto and provided with two bearings located on opposite sides of the longitudinal center of the vehicle, a hitching device having a T-head engaging the bearings of the clip at one extremity, its opposite extremity being pointed and adapted to catch in the

surface which forms a stop for the engaging extremity of the device, the said device consisting of two members having a telescoping connection, a coil-spring being located within the one member and acting to throw the other member outwardly for the purpose set forth.

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

ALBERT M. McGEARY.

Witnesses:

A. J. O'BRIEN,
DENA NELSON.