

(No Model.)

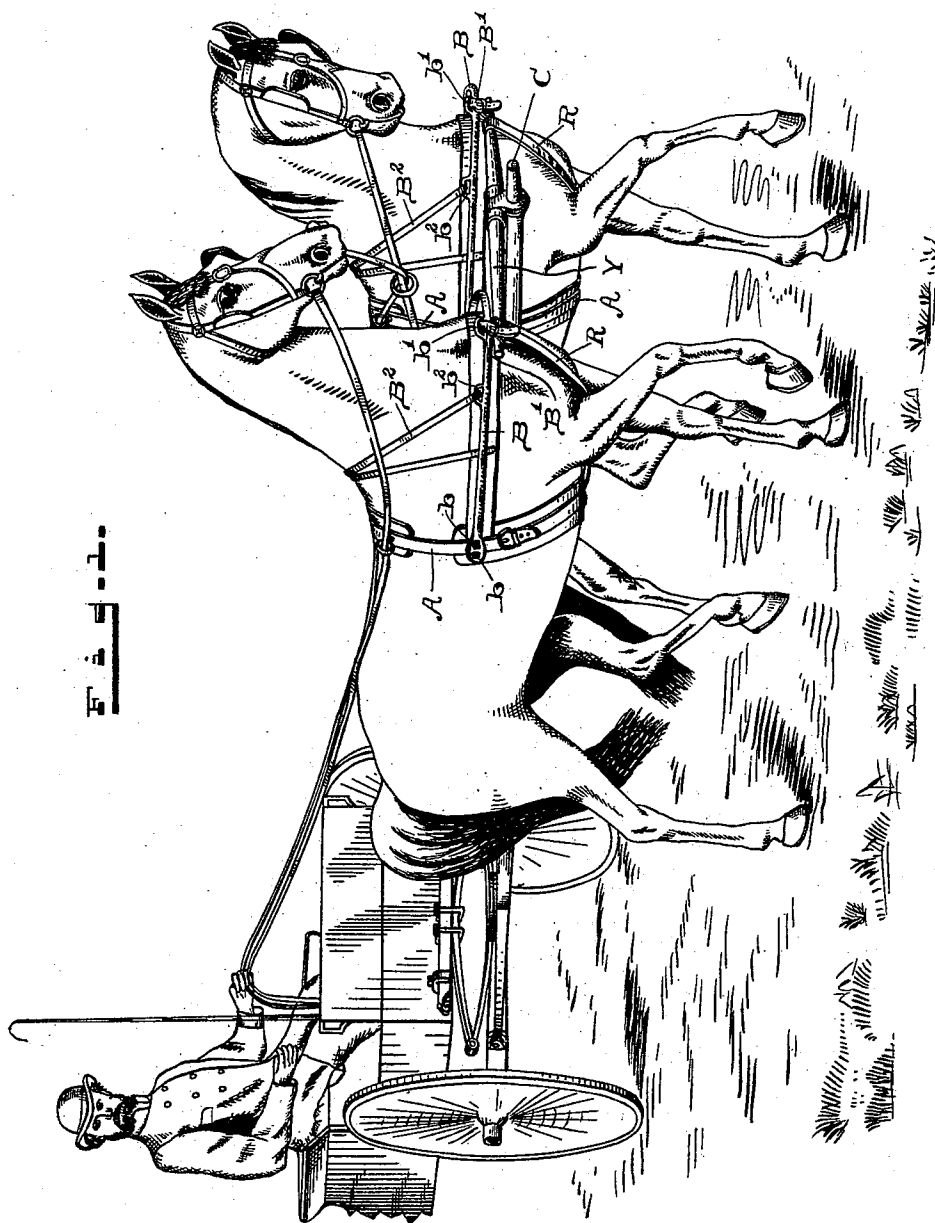
2 Sheets—Sheet 1.

M. T. HANCOCK.

DEVICE FOR ATTACHING HORSES TO VEHICLES.

No. 510,537.

Patented Dec. 12, 1893.



WITNESSES:

F. W. Hamer.
J. A. Walsh.

INVENTOR

per Miller T. Hancock,
Chester Bradford,
ATTORNEY.

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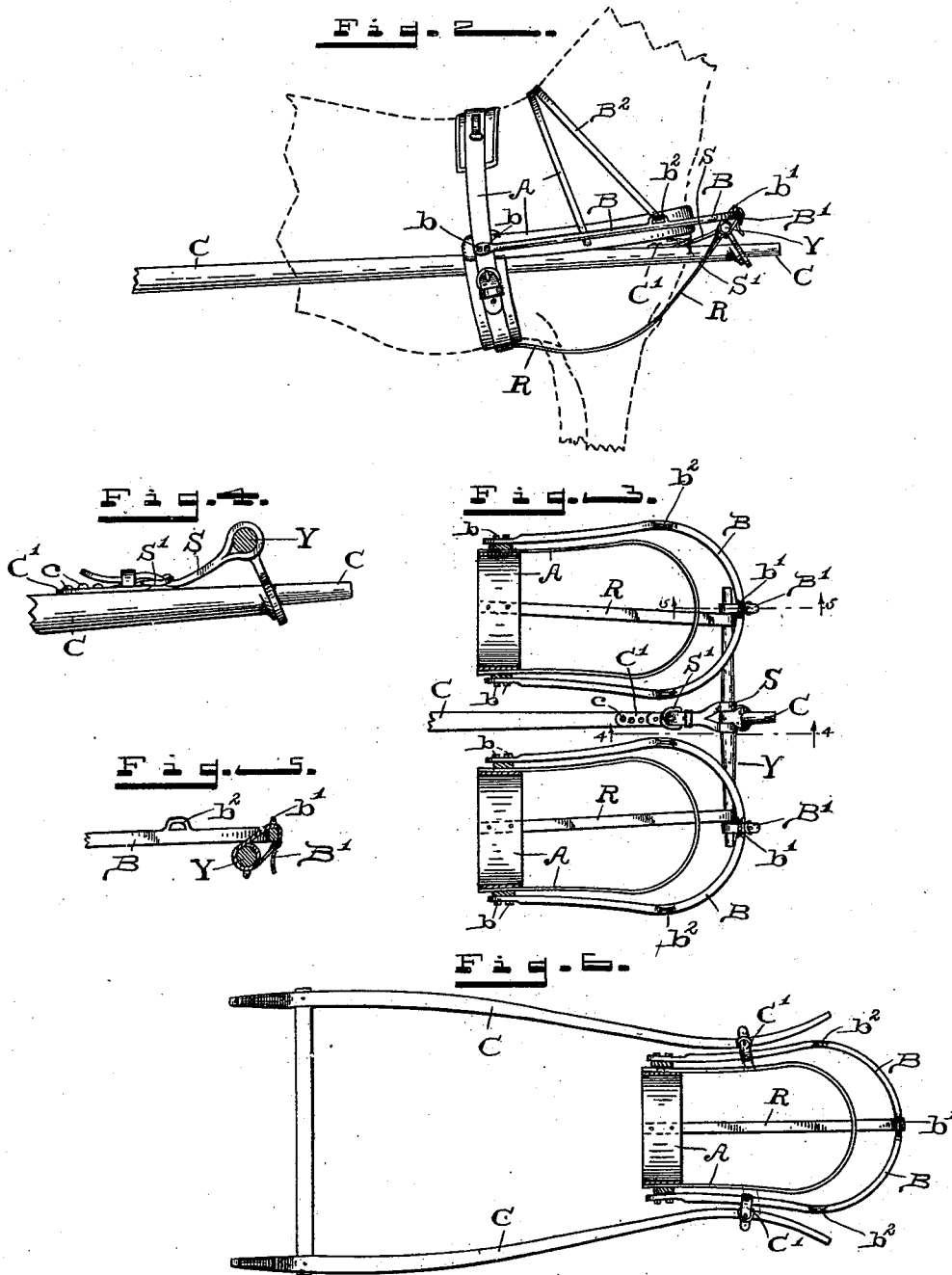
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M. T. HANCOCK.

DEVICE FOR ATTACHING HORSES TO VEHICLES.

No. 510,537.

Patented Dec. 12, 1893.



WITNESSES:

F. H. Warner
J. H. Walsh

INVENTOR

Miller T. Hancock

per

Chester Bradford
ATTORNEY.

UNITED STATES PATENT OFFICE.

MILTON T. HANCOCK, OF SHREVEPORT, LOUISIANA.

DEVICE FOR ATTACHING HORSES TO VEHICLES.

SPECIFICATION forming part of Letters Patent No. 510,537, dated December 12, 1893.

Application filed December 17, 1892. Serial No. 455,466. (No model.)

To all whom it may concern:

Be it known that I, MILTON T. HANCOCK, a citizen of the United States, residing at Shreveport, in the parish of Caddo and State of Louisiana, have invented certain new and useful Improvements in Devices for Attaching Horses to Vehicles, of which the following is a specification.

The object of my said invention is to provide a means for attaching horses to vehicles wherein the usual traces, double-trees and single-trees are entirely dispensed with.

It consists in securing to the sides of the harness a bow extending around in front of the breast of the horse, and means for securing said bow to the usual yoke upon the end of the pole of the vehicle, or to the shafts of the vehicle, according to whether it is a double or a single team.

Said invention will be first fully described and then pointed out in the claims.

Referring to the accompanying drawings, which are made a part hereof, and on which similar letters of reference indicate similar parts, Figure 1 is a perspective view illustrating the use of my invention with a double team; Fig. 2 a detail side elevation; Fig. 3 a plan view; Figs. 4 and 5 detail views, as seen respectively, from the dotted lines 4 4 and 5 5 in Fig. 3, and Fig. 6 a plan view illustrating the invention as applied to a single team.

In said drawings the portions marked A represent the parts of the harness employed in connection with my device; B the bow constituting the principal feature of my invention, and C the pole or shafts of the vehicle.

The harness A is or may be of any usual or desired construction and arrangement, except that the usual traces and breeching are wholly dispensed with. It is preferably that form of harness which includes a breast-plate.

The bow B is secured to the sides of the harness at the points *b*, usually by rivets, and extends around in front of the animals, usually in line with the breast-plate and extending out somewhat in front of said breast-plate. At its extreme forward point when used with a double team, and at the sides when used with a single team, loops or eyes *b'* are provided, and straps *B'* are used to connect the same to the yoke, or shafts, as the case may

be. The forward portions of these bows are held to the proper height by straps *B²* passing up over the neck of the animal, similarly to the usual breast-plate straps, and other eyes or loops *b²* are preferably provided for the purpose of attaching said straps thereto.

The pole C (or shafts) is or may be of the usual form or construction. When a pole is used, a yoke Y is also used, to which the ends of the straps *B'* are connected. Said yoke when used with my invention, is provided with an extra fastening-strap S, which extends back a short distance, and is buckled or otherwise secured to a strap *C'* which is usually securely attached to the pole for this purpose, by bolts *c* or otherwise, as shown more plainly in Fig. 3, by means of a buckle or other fastening *S'*.

In the use of my invention, as will be readily understood (in the case of a double team) after the horses are harnessed, they can be attached to the vehicle by simply buckling the straps *B'* to the ends of the yoke; and they can be detached therefrom by unbuckling the same. In case it is desired to detach the team still more quickly from the vehicle, and allow the horses to remain connected together by means of the yoke, it can be done by unbuckling the straps S and *C'* from each other; and the team can be reattached by buckling the same. In case of a single team, the two straps and buckles, one upon each side, as shown in Fig. 6, are used, and are all that need to be buckled or unbuckled in attaching or detaching the animals. In no case is a single-tree, double-tree or any traces necessary. The pole or shafts are held from raising while backing the team by ordinary choke-straps R, as shown.

As shown in the drawings, in the forward movement of the team, the bows will project forward over the yoke slightly, and in backing they would be pulled back slightly to the rear side of said yoke. They are extended forward far enough in front of the breasts of the horses to permit this movement without causing the yokes to come in contact with the breasts of the animals.

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

1. The combination of the harness A, said harness being of substantially the ordinary character except that the tugs are omitted, the stiff bow B secured thereto and extending
5 around in front of the animal beyond and free from the breast strap or collar, the supporting straps B² therefor, the pole or shafts, straps whereby said bow is attached to said pole or shafts and which form a substitute
10 for the tugs, and the choke strap R, said several parts being arranged and operating substantially as set forth.

2. The combination of a harness formed as usual except that the tugs are dispensed with,
15 a pole, a yoke thereto connected to said pole in the ordinary way and also by means of a strap S and a buckle S' which form a substitute for the tugs of the harness, bows secured to the sides of the harness and extending
20 around in front and free from the breasts of the animals, and straps B' whereby said bows

are attached to said yoke, substantially as shown and described.

3. A device for connecting harness to the pole or shafts of the vehicle, consisting of a
25 stiff bow attached to the sides of the harness at its ends and extending around in front of the breast of the animal and connecting devices by which it is attached to the pole or shafts at an intermediate point or points, said
30 bow being formed, as shown, to extend out and away from the sides and shoulders of the animal free of contact therewith, substantially as and for the purposes set forth.

In witness whereof I have hereunto set my
35 hand and seal, at Indianapolis, Indiana, this 12th day of December, A. D. 1892.

MILTON T. HANCOCK. [L. S.]

Witnesses:

CHESTER BRADFORD,
JAMES A. WALSH.