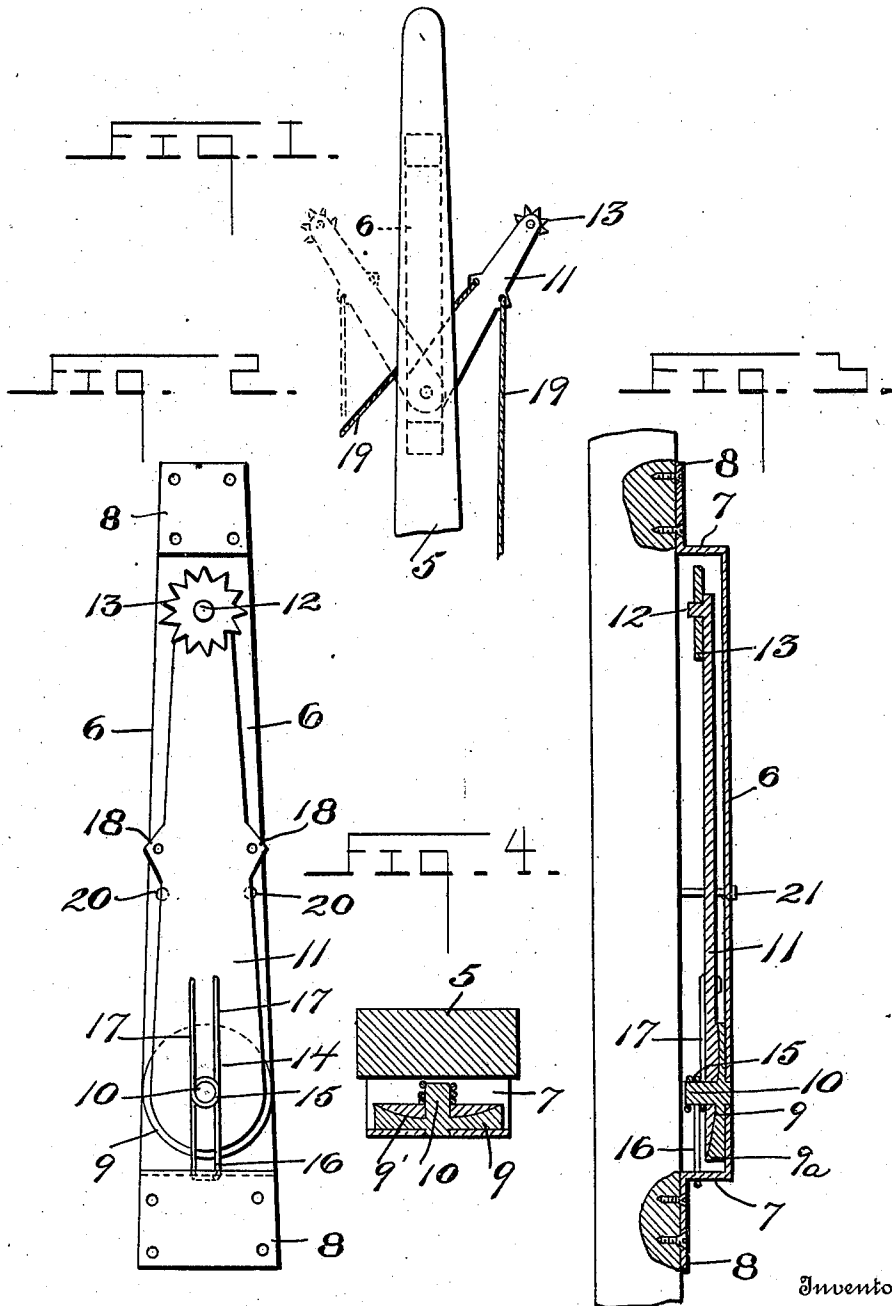


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 SPUR ATTACHMENT FOR VEHICLES.
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996,257.

Patented June 27, 1911.



Witnesses
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UNITED STATES PATENT OFFICE.

CHARLES SUMNER JUDY, OF MIAMISBURG, OHIO.

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To all whom it may concern:

Be it known that I, CHARLES SUMNER JUDY, a citizen of the United States, residing at Miamisburg, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in Spur Attachments for Vehicles, of which the following is a specification.

This invention relates to vehicles and more particularly to attachments therefor, and has for its object to provide a spur attachment for a vehicle which may be moved into and out of position to engage the draft-animal and thus increase his speed.

Another object is to provide a spur which may be attached to either the shaft or the pole of a vehicle, and which, in the latter instance, may be operated to engage either horse.

Another object is to provide a structure which will be extremely cheap and which may be easily and quickly attached to the vehicle.

Other objects and advantages will be apparent from the following description, and it will be understood that changes in the specific structure shown and described may be made within the scope of the claims without departing from the spirit of the invention.

In the drawings forming a portion of this specification and in which like numerals of reference indicate similar parts in the several views, Figure 1 shows a top plan of the present invention, Fig. 2 is a view detached, Fig. 3 is a longitudinal section, Fig. 4 is a transverse section.

Referring now to the drawings, there is shown the pole 5 of a wagon, to which the present invention is attached.

The device itself consists of a metallic plate 6, which is bent at an angle as shown at 7, adjacent to each end, and is then bent outwardly as shown at 8, to provide end attaching tabs. These portions 8 may be attached to the pole or shafts of a vehicle, as shown, and the intermediate portion of the plate will then lie below the pole or shaft in spaced relation.

Secured to the upper side of the intermediate portion 6' of the plate 6, there is a circular boss 9, having a concave upper face surrounding lug 10, engaged through the rearward end of a spur arm 11, for lateral movement of the spur arm with respect to the plate 6. The spur arm carries a convex

boss 9' engaged in the concavity of the boss 9, as shown, and as will be seen, the boss 9 has a cam edge 9^a which receives the arm 11 thereagainst. At its free end, the spur arm 11 carries a lug 12, upon which there is revolubly mounted a rowel wheel 13, extending laterally beyond the sides of the arm.

A pair of springs 14 are provided, each including a helical portion 15 which is engaged around the lug 10, above the arm 11, and these portions serve to hold the boss 9' in the boss 9. A rearwardly extending spring finger 16 projects from each helical portion 15, and a forwardly extending spring finger 17 extends oppositely from each portion 15. The fingers 17 are connected with the arm 11, as shown, and the rearwardly extending fingers 16 are engaged through the rearward portion 7 of the plate 6 and are bent over and thus held against movement. As will be seen, the two springs are oppositely disposed, so that one holds the arm yieldably against lateral movement in one direction, while the other holds the arm against lateral movement yieldably in the other direction.

Lateral projections 18 are carried by the sides of the arm 11, between its ends, and each of these projections has attached thereto an actuating cable 19. It will thus be seen that when the arm is to be swung in one direction, one of the cables 19 is pulled, while a pull upon the other cable will swing the arm in the other direction. When the cables are released, the springs will hold the arm yieldably beneath the plate 6 as will be seen.

The plate 6 has a stop receiving opening 20 adjacent to each side, and through this opening may be engaged a pin 21 to hold the arm against movement in one direction, when the device is applied to the shaft of a vehicle. Under these circumstances it will be understood, only one cable is employed. As will be observed, when the arm 11 is drawn laterally, it will ride up on the cam edge of the boss 9, against the action of the spring portions 15 and thus the tendency of the arm is to return to its normal position by gravity and the action of the portions 15 of the springs.

What is claimed is:—

1. The combination with the pole of a vehicle, of a spur comprising an attaching member, an arm pivoted to the attaching

member for lateral swinging movement, a rowel carried by the arm, means for moving the arm laterally in either direction and resilient means for returning the arm to normal position under said attaching member.

2. The combination with the draft means of a vehicle, of a spur device comprising an attaching plate adapted to be secured thereto and including an upwardly offset intermediate portion and attaching tabs at its ends, an arm pivoted to the offset intermediate portion for lateral movement, from beneath said offset, means for holding the arm yieldably in a normal central position to lie beneath the intermediate portion, a rowel wheel carried by the end of the arm, and means connected to said arm for drawing the arm from under said offset portion to either side.

3. A spur device comprising a metallic

plate bent downwardly adjacent to its ends and then laterally to form attaching tabs and an upwardly offset intermediate portion, a boss carried by the under surface of the intermediate portion adjacent to one end, a central lug carried by the boss, an arm pivotally engaged upon the central lug for lateral swinging movement, a spur proper carried by the free end of the arm, a spring engaged in one of the downwardly bent portions of the plate and connected with the arm and arranged to hold the arm yieldably against lateral movement, and a cord connected with the arm.

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

CHARLES SUMNER JUDY.

Witnesses:

RUTH E. HUGHES,
WM. R. HUGHES.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."