



# UNITED STATES PATENT OFFICE.

JAMES W. MCHENRY, OF ASPEN, COLORADO.

## WEIGHT-LIFTING ATTACHMENT.

SPECIFICATION forming part of Letters Patent No. 468,681, dated February 9, 1892.

Application filed June 3, 1891. Serial No. 394,925. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES W. MCHENRY, of Aspen, in the county of Pitkin and State of Colorado, have invented a new and Improved Weight-Lifting Attachment for Wagons, of which the following is a specification, reference being had to the annexed drawings, forming a part thereof, in which—

Figure 1 is a side elevation, partly in section, of a wagon with my improvement applied. Fig. 2 is a front end elevation of the wagon-body; and Fig. 3 is a side elevation of a portion of the wagon-body, showing a modified form of my improvement.

Similar letters of reference indicate corresponding parts in all the views.

The object of my invention is to provide a simple and effective attachment to be applied to express and delivery wagons for lifting and dropping the weight attached to the halter and reins for the purpose of temporarily holding the horse.

My invention consists in the combination, with a wagon-body and running-gear, of a conical frame attached to the axle by means of the king-bolt for receiving and holding the weight when drawn up; also, an angled lever fulcrumed on the wagon-body and connected by a cord with the halter or rein-holding weight and a releasing-lever pivoted to the wagon-body and adapted to retain the weight-holding lever, all as will be hereinafter more fully described.

To the axle A is attached a conical or pyramidal frame B by means of the king-bolt *a*. The frame B is preferably made of iron, and in the upper part thereof is journaled a sheave *b*.

To the bottom of the wagon-body C is fulcrumed an angled lever D, the arm *c* of which extends rearwardly and is bent downward to receive one end of the cord *d*, the other end of which passes over the sheave *b* and is attached to the weight E. The other arm *e* of the lever D extends forward at the side of the lever and is bent upward and provided with an offset end *f*.

To the front of the wagon-body C is attached a rock-shaft F, having at its inner end an upwardly-projecting forked arm G for receiving the reins and at its outer end an arm H, ter-

minating in a catch *g*, which engages the offset end *f* of the arm *e* of the lever D. The weight E is provided with an eye *h* for receiving the halter or reins, which pass through a suitable guide attached to the wagon-body. When it is desired to release the weight, the driver moves forward the forked arm G, thus lifting the catch *g* and liberating the lever D, when the weight E falls to the ground and the lever D takes the position shown by dotted lines in Fig. 1. A spring *i*, wound around the rock-shaft F, bears against the front of the wagon-body and holds the rock-shaft in its normal position. If desired, the reins may be inserted in the fork of the arm G in such a way that should the horse move forward he will, by pulling the reins, cause the arm G to tilt sufficiently to lift the catch *g* and release the lever D in the manner already described.

Where there is an objection to placing the longer arm of the lever D in the side of the wagon-body, as shown in Figs. 1 and 2, a slot is cut in the bottom of the wagon-body and the longer arm of the lever D is extended forward within the wagon-body and is held by a forked catch-lever G', as shown in Fig. 3. The action in this case is the same as that already described. When the lever G' is moved forward, the lever D is released and the weight E is dropped.

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

1. The combination, with a vertically-swinging lever having a vertically-movable weight connected with its lower end, of a rein-operated catch-lever having a catch engaging the upper or forward end of the first-named lever and provided with an upward-projecting rein-holder, whereby when the reins are placed in the holder and the animal moves forward the weight will be released, substantially as set forth.

2. The combination, with a vehicle and a frame suspended from the axle thereof and provided with a sheave, of an angle-lever fulcrumed on the bottom of the vehicle-body, a weight, a cord secured to the weight, passed over the sheave of the frame, and connected to one member of the angle-lever, and a piv-

oted catch-lever having a forked end and engaging one member of the angle-lever, substantially as herein shown and described.

3. In a weight-lifting attachment for vehicles, the combination of the conical frame B, attached to the axle and provided with the sheave *b*, the lever D, having offset end *f*, the cord *d*, attached to the lever and to the

weight E, and the rock-shaft F, provided with the forked arm G and catch *g*, engaging the end *f* of the lever D, substantially as specified.

JAS. W. McHENRY.

Witnesses:

EDGAR STALLARD,

JAMES RONEY.