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(54) PROPELLING AUTOMOBILES WITHOUT USING PETROL, OR GASOLENE

(71) I, ARTHUR PAUL PEDRICK, British subject, 77, Hillfield Road, Selsey, Sussex, do hereby declare the invention, for which I pray that a patent may be granted to me, and the method by which it is to be performed, to be particularly described in and by the following statement:—

This invention is concerned with an arrangement for propelling an automobile by horse power produced by an actual horse.

In the time when the automobile vehicle was being pioneered it was often referred to as the "horse-less carriage", and in the about 100 years since then, it might be said that the "horse-less carriage" has pretty well driven the horse off the main road-ways between cities in nearly every country in the world.

However, the horse-less carriage needs petrol, or gasolene, to provide its driving energy, and in the present "energy crisis", and shortages of oil production below demand, it is likely that there will be a progressive increase in the price of petrol, or gasolene, which make it sensible to consider how the automobile could be driven on some other form of fuel.

It is believed indeed that the "complete solution" to the World's energy problems lies in the vast oceans that cover over 3/5ths of its surface, in some places at immense depths. Once there are operating nuclear fusion reactors that can convert the energy produced by the thermo-nuclear fusion of deuterium, which forms a small fraction of the hydrogen in all sea water, into electricity, such virtually unlimited supplies of electricity can be used in the well known process of electrolysis, to convert the same sea water into hydrogen and oxygen, and without very substantial modifications of the conventional forms of internal combustion engine, such can be made to operate on hydrogen, and produce steam, or water, out of the exhaust instead of carbon-monoxide and dioxide.

However it may be many years before

thermo-nuclear fusion power plant are producing electricity for us, and therefore some interim measure has to be devised for propelling the automobile, which will not be subject to the progressively increasing prices of petrol, or gasolene, which are to be expected in the immediate future.

To take account of this situation, it is proposed according to the invention, to bring "man's best friend" i.e. the horse, back into the field of general transportation but in a manner such that the "cart is put before the horse" instead of the usual arrangement of using a horse to pull a cart behind him, or her.

The invention is made clear with reference to the accompanying drawings wherein

Figures 1, 2 and 3 show various aspects of one form of the invention, wherein an automobile is pushed by a horse, from a special form of coupling arrangement behind it, and

Figures 4 and 5 show a similar arrangement, but in which the horse walks, within a circular cage, which is such that it allows the horse to have a rest, if the automobile it is propelling is running down a hill.

As shown in Figures 1, 2, and 3, an automobile 1 tows behind it a trailer 2, carrying horse feed in some form 12, the trailer 2 being followed by a horse.

The horse is surrounded, at about its mid-height by a U shaped member 4, secured to the horse's back by a saddle member 5, the open ends of the U shaped member 4 passing into tubes 6 secured to the side of the automobile, a spring 7 being interposed between the ends of member 4, within tubes 6 and a piston 8, it being possible to vary the air pressure in space 9 on the left hand side (as shown) of piston 8 by some form of valve 10 controlled by the accelerator pedal of the automobile.

The linkage between the automobile 1 and trailer 2 in the form of a cable 14 and compression spring 13 is such, in relation to the position of fixing of the saddle 5 on the U

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shaped member 4, that the horse 1 cannot reach, with its mouth, the horse feed 12 in trailer 2, unless it walks towards the trailer, and, in so doing, it forces the open ends of rods 4 into tubes 6 thus compressing springs 7 and applying a thrust to the automobile 1, which propels it forwards.

It will be apparent that the thrust that has to be applied by the horse to reach its feed in trailer 2 will depend upon the air pressure in space 9 in tube 6 and the driver of the automobile by varying the effect of air valve 10 by the accelerator pedal, can therefore exercise a measure of control of the thrust applied to the automobile by the horse in the desire of the latter to reach its feed in trailer 2.

To exercise some further control over the horse preferably the brake pedal in the automobile 1 is linked by a cable 17 passing over a pulley at the top of a strut 16 to the halter 18 around the neck of the horse 3.

Preferably, also, leads from the ignition system battery on the automobile are led along the arms of member 4 to red rear lights 19, as shown in Figure 3, and the ignition switch in the automobile may be arranged to apply a very mild electric shock, by contacts 20, in Figure 3, to the posterior of the horse to stimulate it into movement.

Alternatively there might be a microphone in the automobile linked to the loud speaker near to the horse's head, whereby the driver of the automobile might give oral instructions to the horse such as "Gee-Up" or "Whoa" and, when the horse is moving the automobile, there might be played from a suitable tape recorder tunes with a fast tempo such as "The Teddy bear's Picnic", which will encourage the horse, psychologically, to keep up a good speed.

A cover of water proof material, 21, is supported over the horse, as a whole, to protect it from rain, snow, winds, and other "vagaries" of the weather, at least so far as these are concerned in the climate of the United Kingdom.

Figures 4 and 5 show an arrangement, similar to that in Figures 1, 2 and 3, but in

which the horse walks within a drum linked to the trailer 2 and automobile 1 in a similar manner, to the donkey which raises water from a well at Carisbrooke Castle in the Isle of Wight.

The advantage of the arrangement in Figures 4 and 5 is that if the drum has inner and outer parts 22 and 23, which are connected by a one-way clutch device, when the automobile is going down hill, the inner drum 22 can be free-wheeled, and the horse can take a rest, whereas, with the arrangement as in Figures 1—3, the horse would have to run after the automobile going down hill, which might tire it in an unnecessary manner.

WHAT I CLAIM IS:—

1. An automobile having coupled to its rear end a trailer truck for carrying food for a horse, the automobile also having a U shaped member the free ends of which pass into tubes secured to each side of the automobile, through which member a propulsive thrust can be applied to the automobile by a horse behind the trailer truck, the arrangement being such that the U shaped member is secured to a saddle, or is otherwise securable to the horse's back, in such a manner that the horse cannot reach the food on the trailer unless it advances in a manner by which the ends of the U shaped member apply a thrust to the automobile body.

2. An automobile, as in claim 1 wherein the accelerator pedal is arranged to alter the pneumatic pressure in the ends of the tubes, in which the free ends of the U shaped member slide to thus influence the thrust applied to the automobile by the horse; the ignition which is arranged to apply a mild electric shock to the electrodes which can be attached to the posterior of the horse; and the brake pedal is linked by cables to a halter adapted to be fitted around the neck of the horse.

3. An automobile as claimed in claim 1, substantially as described with reference to Figures 1 to 5 of the accompanying drawings.

A. P. PEDRICK

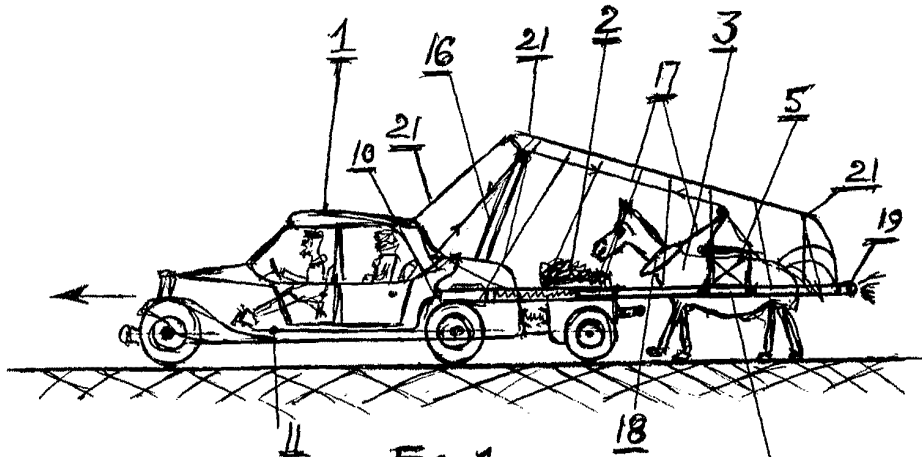


FIG. 1.

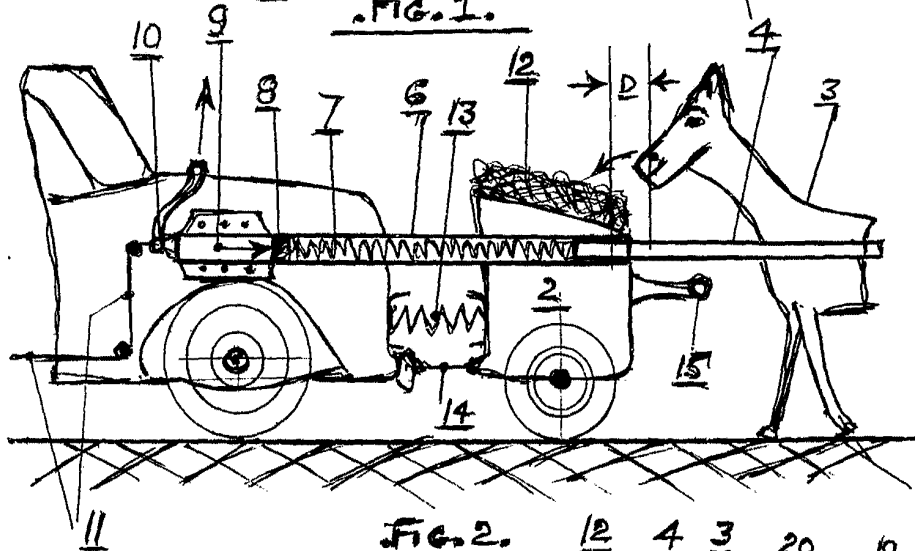


FIG. 2.

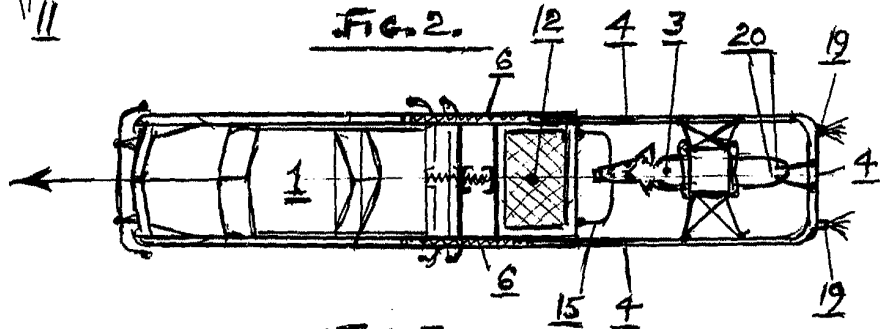
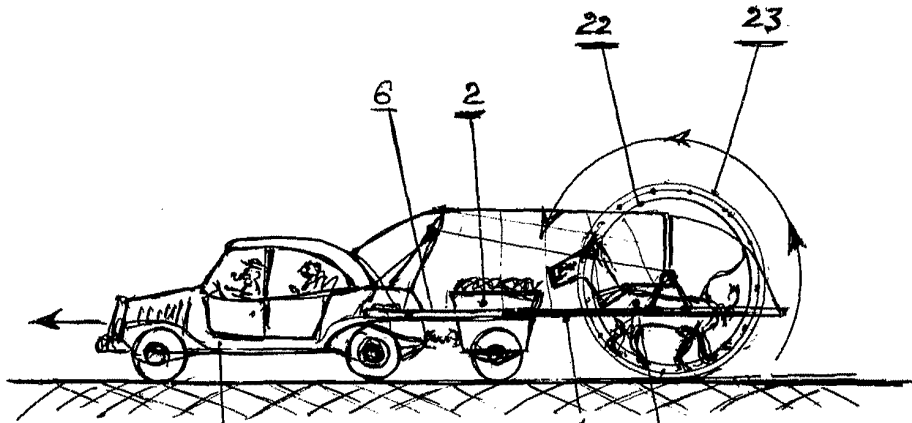
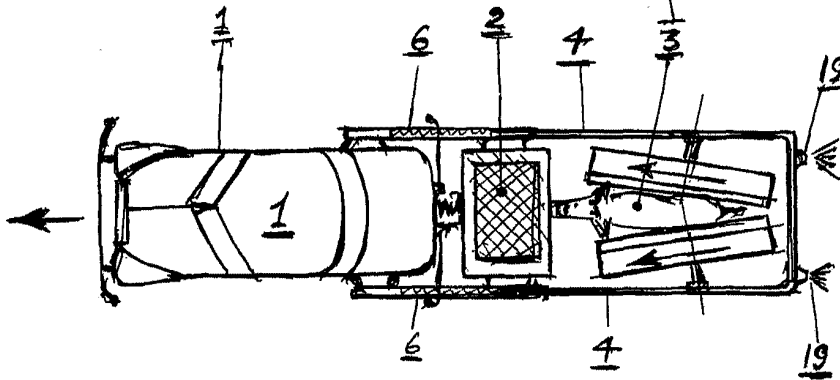


FIG. 3.



.FIG. 4.



.FIG. 5.