(No Model.)

H. H. KOELLER.

HITCHING DEVICE.

No. 497,188. Patented May 9, 1893.

Fig. 1

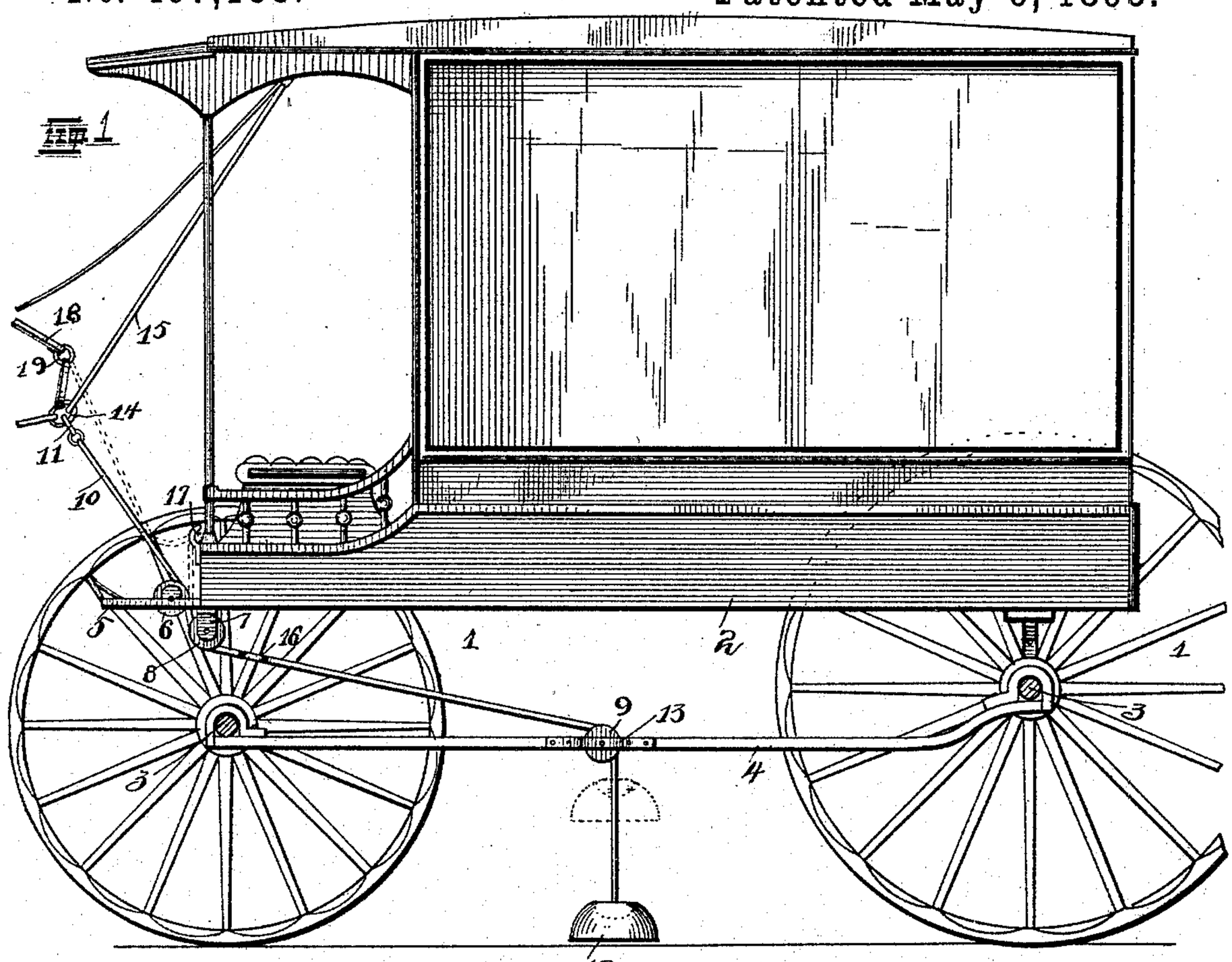
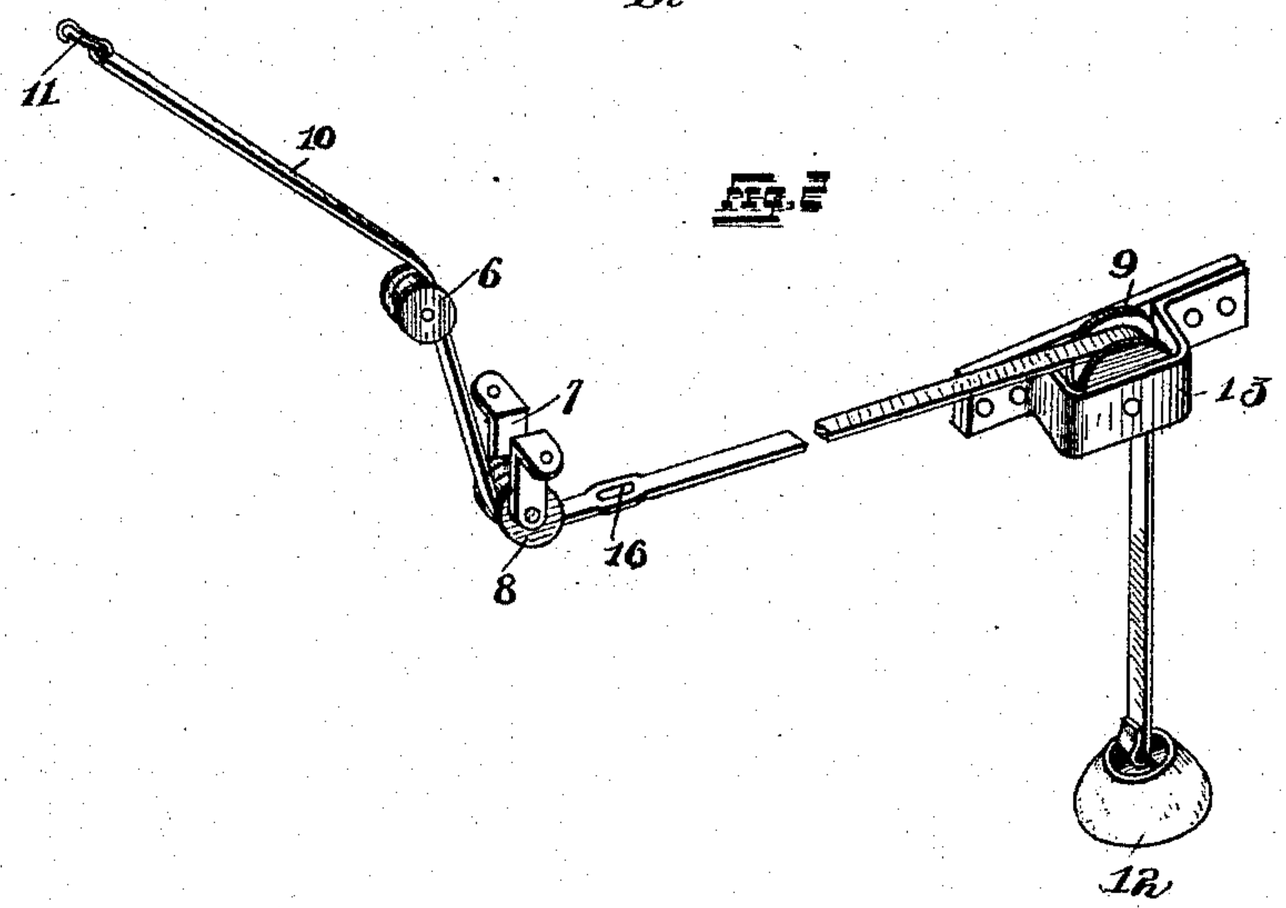


Fig. 2



Witnesses
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UNITED STATES PATENT OFFICE.

HERMANN H. KOELLER, OF ST. LOUIS, MISSOURI, ASSIGNOR OF ONE-HALF TO LOUIS STROEHER, OF SAME PLACE.

HITCHING DEVICE.

SPECIFICATION forming part of Letters Patent No. 497,188, dated May 9, 1893.

Application filed November 8, 1892. Serial No. 451,360. (No model.)

To all whom it may concern:

Be it known that I, HERMANN H. KOELLER, of the city of St. Louis and State of Missouri, have invented certain new and useful Improvements in Horse-Hitching Devices for Vehicles, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention relates to improvements in a "horse hitching device for vehicles," and consists in the novel arrangement and combination of parts as will be more fully hereinafter described and set forth in the claim.

The object of my invention is to construct an improved device for the hitching of the animal from the wagon and consists in the utilization of features which combine to make the device simple and certain in operation.

In the drawings: Figure 1 is a side sectional elevation with parts removed and broken away, showing the application of my invention to an ordinary delivery wagon. Fig. 2 is a detail perspective view of the complete device removed from the wagon.

Referring to the drawings: 1 indicates the running gear having a wagon body 2 mounted thereon, and the axles 3 of said gear connected by a pole 4 immediately under the longitudinal center of the bed 2, the connections of which with the axles 3 is such that the wagon can be manipulated as is usual in such constructions.

5 indicates the foot-board in front of the wagon having a pulley 6 mounted intermediate of its width.

7 indicates lugs depending from the wagon body 2 immediately adjacent the foot-board 5 and having mounted therein a pulley 8 in alignment with the pulley 6 mounted in the foot-board 5.

9 indicates a pulley mounted in the pole 4 intermediate of its length and in alignment with said pulleys 6 and 8.

A strap 10 provided with a snap hook 11 upon one end, extends over the pulley 6 and through an opening in the foot-board 5, thence under the pulley 8 and over the pulley 9 and down through an opening in the pole 4 and having upon its depending free end an ordinary hitching weight 12. The pulley 9 is mounted in a bracket 13 which is secured upon one side of the pole 4, but this point is immaterial as the pulley can be mounted upon the top of the pole and the strap 10 depend through an opening therein. The driving reins are provided with rings 14 at certain distances in their length, one of said rings being in each rein 15 and into which the snap hook 11 is adapted to be engaged. At a point in the length of said strap 10 is an opening 16 by means of which the strap can be drawn up and hooked over a hook 17, which operation will draw the weight up from the ground and in the position as shown by dotted lines in Fig. 1.

The operation of my device is very simple and effective.

In Fig. 1 the device is shown as in use with the weight 12 upon the ground and the effect of its weight exercised on one of the rings 14. The idea is that the check rein 10 be secured to the driving rein 15 upon the side next to the sidewalk or building at which the horse is stopped, and the weight given to the rein 10 draws upon the driving rein 15 upon that side and keeps the horse's head continually directed toward the sidewalk or building, so that in case the animal runs away, his course will always be in this direction, the belief being that he could not go very far in this direction and in addition he could be more readily caught, as it would be practically impossible for the horse to maintain any great speed with the weight thus drawing on the bit.

Premising that the animal has been standing hitched, and it is desired to resume the travel, the strap 10 is drawn up and hooked by means of the opening 16 over the hook 17, this operation drawing the weight up from the ground to a point adjacent and under the pole 4 and the loose portion of the strap from said hook 17 to the ring 14 can be disengaged from said ring 14 by the snap hook 11, as is found most desirable. In order to again hitch the horse it is necessary to first secure the snap hook in one of the rings 14 and release the engagement of the strap over the hook 17.

18 indicates a strap composed of two sections joined by a ring 19 and which is adapted to engage the rings 14 in the two driving reins 15. The object of this construction is that

the snap hook 11 may be placed in the ring 19 and normally left in this position when driving, and if the horse should run away it would only be necessary to lift the strap 10 from its engagement over the hook 17 and allow the weight to drop to the ground thus pulling on both reins and guaranteeing the stopping of the horse.

Having fully described my invention, what I claim is—

The combination, with a hitching device comprising a strap carrying a weight at one end and provided at its opposite end with attaching means, and supports for said strap of reins provided with rings 14, and a connecting strap 18 intersected by a ring 19; substantially as and for the purpose set forth.

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

HERMANN H. KOELLER.

Witnesses:
HERBERT S. ROBINSON,
ED. E. LONGAN.