(No Model.)

U. E. MILLER & P. BARRINGER.

HORSE HITCHING DEVICE.

No. 557,005. Patented Mar. 24, 1896.

Fig: 1.

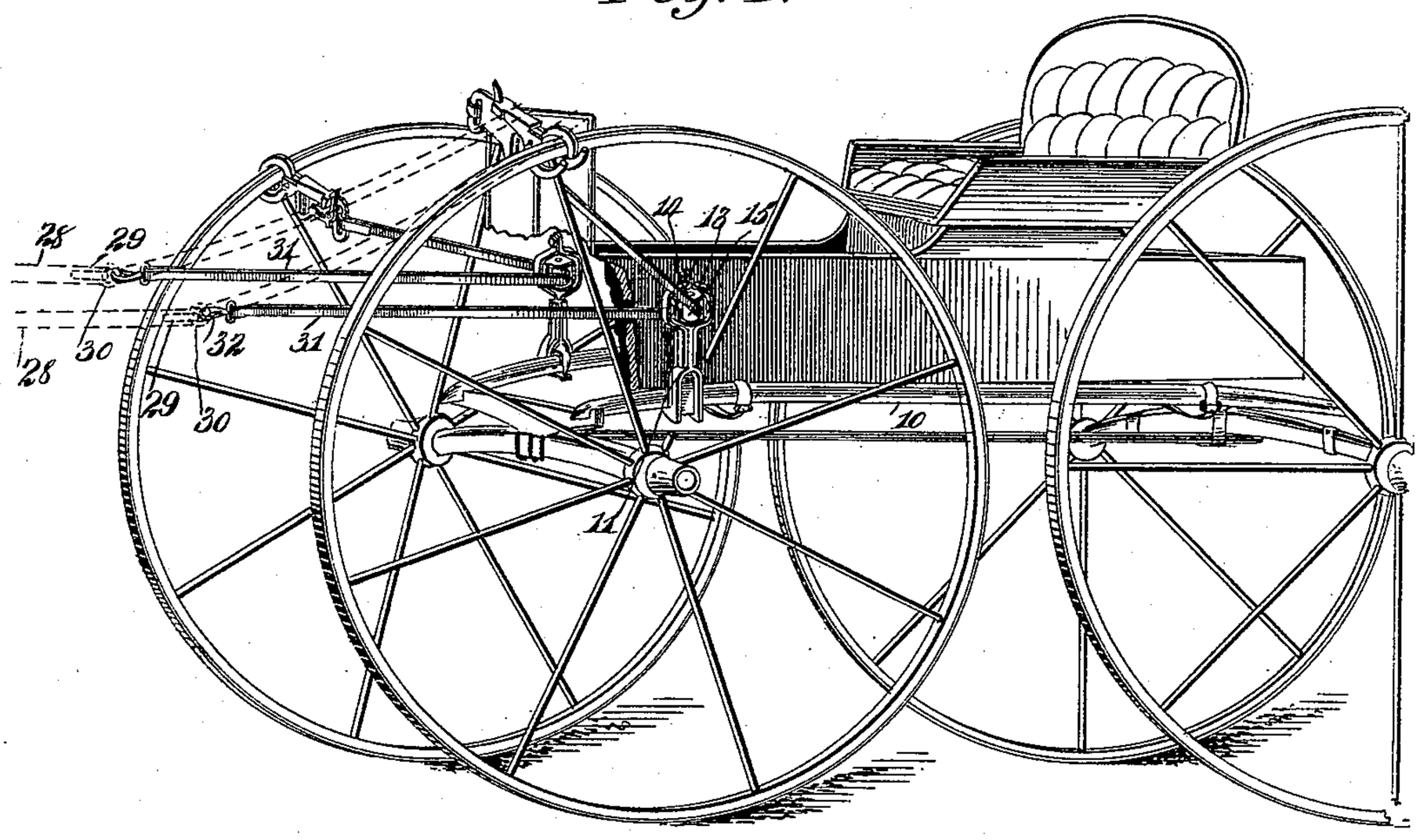


Fig: 2.

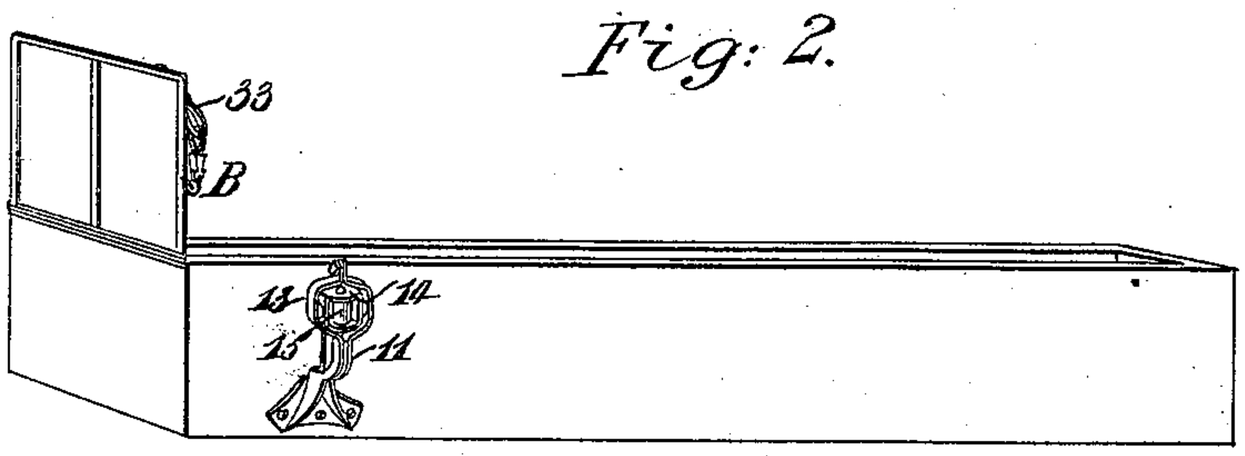


Fig: 3.

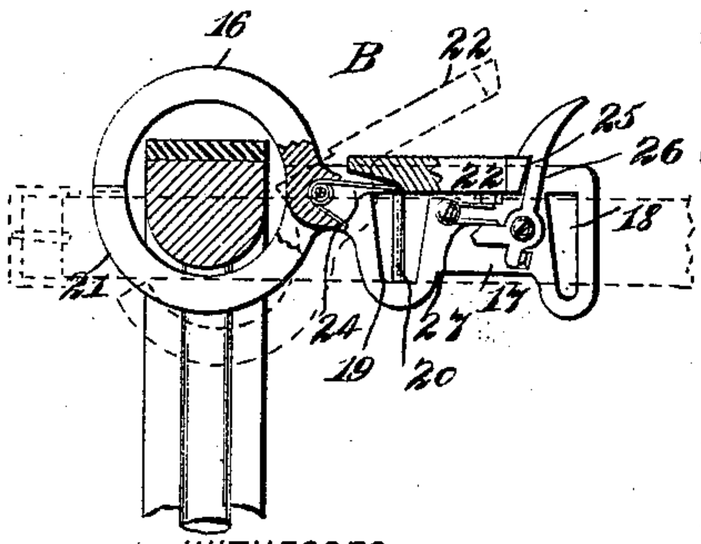


Fig: 4.

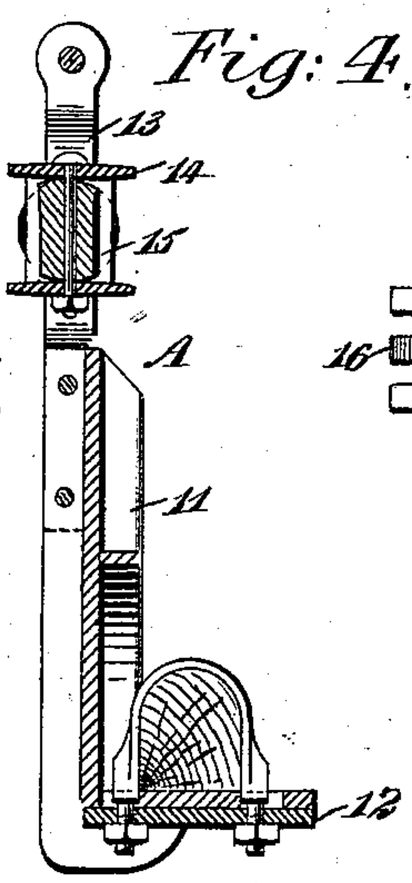
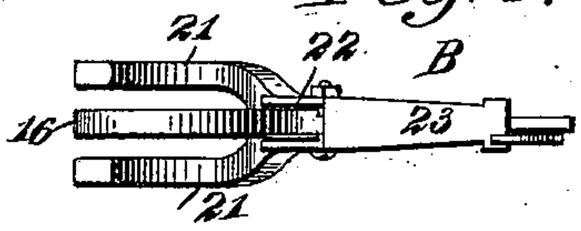


Fig: 5.



WITNESSES:

John A. Rennie.

J. Fred Acker.

INVENTORS

U. E. Miller

P. Barringer

BY Munn & Co

ATTORNEYS.

UNITED STATES PATENT OFFICE.

URIAH E. MILLER AND PAUL BARRINGER, OF HEILIG, NORTH CAROLINA.

HORSE-HITCHING DEVICE.

SPECIFICATION forming part of Letters Patent No. 557,005, dated March 24, 1896.

Application filed August 28, 1895. Serial No. 560,802. (No model.)

To all whom it may concern:

Be it known that we, URIAH E. MILLER and PAUL BARRINGER, of Heilig, in the county of Rowan and State of North Carolina, have invented a new and Improved Horse-Hitching Device, of which the following is a full, clear, and exact description.

Our invention relates to an improvement in horse-hitching devices; and the object of the invention is to provide a simple, durable and economic device adapted as a substitute for the ordinary hitching strap or line and weight or post, the construction of the device being such that the wheels of the vehicle may be conveniently and readily locked and the locking mechanism be connected with the driving-lines of the harness, the arrangement of the hitching-straps, through the medium of which the clamping or locking devices are connected with the driving-lines, being such that the animal will be effectually prevented from moving the vehicle forward or backward, and whereby, furthermore, the said arrangement of the hitching-straps in the event that the animal should move sidewise will cause the slack in the strap in which the tension is decreased to be quickly taken up.

The invention consists in the novel construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a perspective view of a buggy, a portion of the body being broken away, and likewise a perspective view of the hitching device applied to the same. Fig. 2 is a perspective view of a box-body of a vehicle, illustrating a slight modification in the disposition of the guide-posts of the device. Fig. 3 is a partial side elevation and partial sectional view of the locking or clamping device of the hitching mechanism, illustrating its application to the tire, felly, and spokes of a wheel, the wheel being in section. Fig. 4 is a longitudinal section through a guide-post of the said hitching mechanism, and Fig. 5 is a plan view of the clamp or lock of the same.

The hitching device or mechanism is illustrated in the drawings as applied to a buggy, and in carrying out the invention the guide-post A is employed, comprising an upright standard 11, provided with a foot 12, or its equivalent, whereby when used in connection with a buggy, for example, the said foot may be clamped to the side bar thereof, as illustrated in Figs. 1 and 4.

At the top of the standard or body 11 of the guide-post a yoke 13 is formed, and in said yoke a frame 14 is pivoted, the said frame being adapted to move in direction of either side of the said guide-post, and within the frame a pulley 15 is pivoted, preferably in a vertical manner.

In connection with the guide-post A a clamp B is employed, and this clamp comprises a semicircular upper jaw 16, having preferably integral with one of its ends a horizontal shank 17. At the outer end of this shank an eye 18, or its equivalent, is formed, while near the jaw 16 a recess 19 is made in the shank, and a pin 20 is preferably made to extend from one end of the recess to the other, as illustrated in Fig. 3. The recess 19 is provided for the reception of lock-straps (shown in dotted lines in Fig. 3) and leading from the clamp to the shaft to prevent backward motion. Twin jaws 21 are located beneath the upper single jaw 16, the twin jaws being also semicircular, and the upper jaw is adapted to enter between the members of the lower or twin jaws, as illustrated in Fig. 5. A shank 22 is secured to the inner end of the twin jaws 21, and the shank 22 is pivoted on the shank 17 in such manner that the ends of the upper and lower jaws where they connect with their shank will be practically one above the other.

A spring 24 is located at the pivot-point of the lower or twin jaws, being adapted normally to force the shank of the said twin jaws upward, so as to open the two jaws and maintain them in open position as long as required. The inner end of the shank of the twin jaws is preferably beveled, as shown at 25 in Fig. 3, and this end of the shank is adapted to be engaged by the head of a latch 26, the said latch being pivoted upon the shank of the upper jaw, as is also best shown in Fig. 3, and is normally held in position for locking engagement with the shank of the twin jaws by means of a spring 27. When

the shank of the twin jaws is locked by the latch 26, the two jaws will be brought substantially together, and the space between them will be substantially circular.

The driving-lines 28 are provided with adjustable buckles 29, and each adjustable buckle is fitted with a ring 30, and in connection with the driving-lines hitching-straps 31 are employed, having snaps 32 at one of their ends to engage with the rings 30 of the driving-lines.

When the vehicle is to be held stationary, the clamps are fitted on the wheels by opening the jaws and entering a spoke of a wheel between the members of the twin jaws, the upper jaw being adapted to practically surround the rim of the wheel. The two jaws are then closed, as shown in Fig. 1, and the straps are passed around the pulleys 15 of the guide devices and thence upward to an engagement with the inner ends of the clamps, preferably at the eyes 18 therein. Under this construction it is evident that the wheels will be locked against forward or rearward movement, and that the more the animal draws on the hitching-straps the firmer the lock will be, and it is furthermore obvious that if the animal should turn the wagon to the right or to the left any slack in the hitching-straps will be automatically taken up.

In Fig. 2 we have illustrated the guide-post as applied to the outside of a vehicle-body, and in the same figure we have illustrated loops 33 attached to the dashboard of the vehicle and extending downward at the inner face of the said board, being adapted to receive the clamps B when not in use.

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

1. In a horse-hitching device, a clamp adapted to surround the rim of a wheel and receive a spoke thereof, the said clamp comprising a single jaw and an opposing bifurcated jaw, the two jaws being pivoted and provided with a spring normally holding them in open position, shanks projected from the pivoted portions of the jaws, one shank being adapted to be received by the other, and a latch located on the receiving-shank, adapted for locking engagement with the entering shank and likewise adapted for holding the jaws in a closed position, as and for the purpose specified.

2. In a horse-hitching device, a clamp adapted to receive a portion of the rim and a spoke of a vehicle-wheel, the said clamp comprising a single jaw, an opposing bifurcated jaw, the two jaws being pivotally connected and provided with a spring normally holding them in open position, a shank attached to the single jaw, provided with an eye at one end and with a recess divided by a cross-bar, a shank connected with the bifurcated jaw adapted for engagement with the shank of the single jaw, and a spring-controlled latch adapted to lock the jaws in closed position, as and for the purpose set forth.

3. In a horse-hitching device, the combination, with the reins of a harness, rings adjustably secured to the said reins, and a guide device, of a clamp comprising spring-controlled pivoted jaws, one of the jaws being single and the other bifurcated, the said jaws being adapted to receive between them a spoke of a wheel and a portion of a rim, a latch capable of holding the jaws in a closed position, and hitching-straps connected with the said rings on the reins, being passed over the guide devices and connected with the aforesaid clamps, as and for the purpose set forth.

4. In a horse-hitching device, the combination, with the driving-reins, of clamps adapted for locking engagement with the rim and a spoke of the wheels, a guide-standard adapted to be attached to a fixed support and provided with a friction-roller, and hitching-straps attached to the driving-lines, passed over said guide-rollers and attached to the said clamps, as and for the purpose set forth.

5. In a horse-hitching device, the combination, with the driving-reins, of clamps adapted for locking engagement with the rim and a spoke of the wheels, a guide-standard adapted to be attached to a fixed support, the said guide-standard being provided with a yoke, a rocking frame in the said yoke and a friction-roller in the said frame, and hitching-straps detachably connected with the rings on the driving-reins, the said straps being passed over the rollers of the guide-standards to an attachment to the clamps, as and for the purpose specified.

URIAH E. MILLER.
PAUL BARRINGER.

Witnesses:
L. R. MILLER,
J. ALBERT HEILIG.