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Patented Oct. 25, 1898.

F. W. GREEN.

HORSE HITCH.

(Application filed Dec. 30, 1897.)

(No Model.)

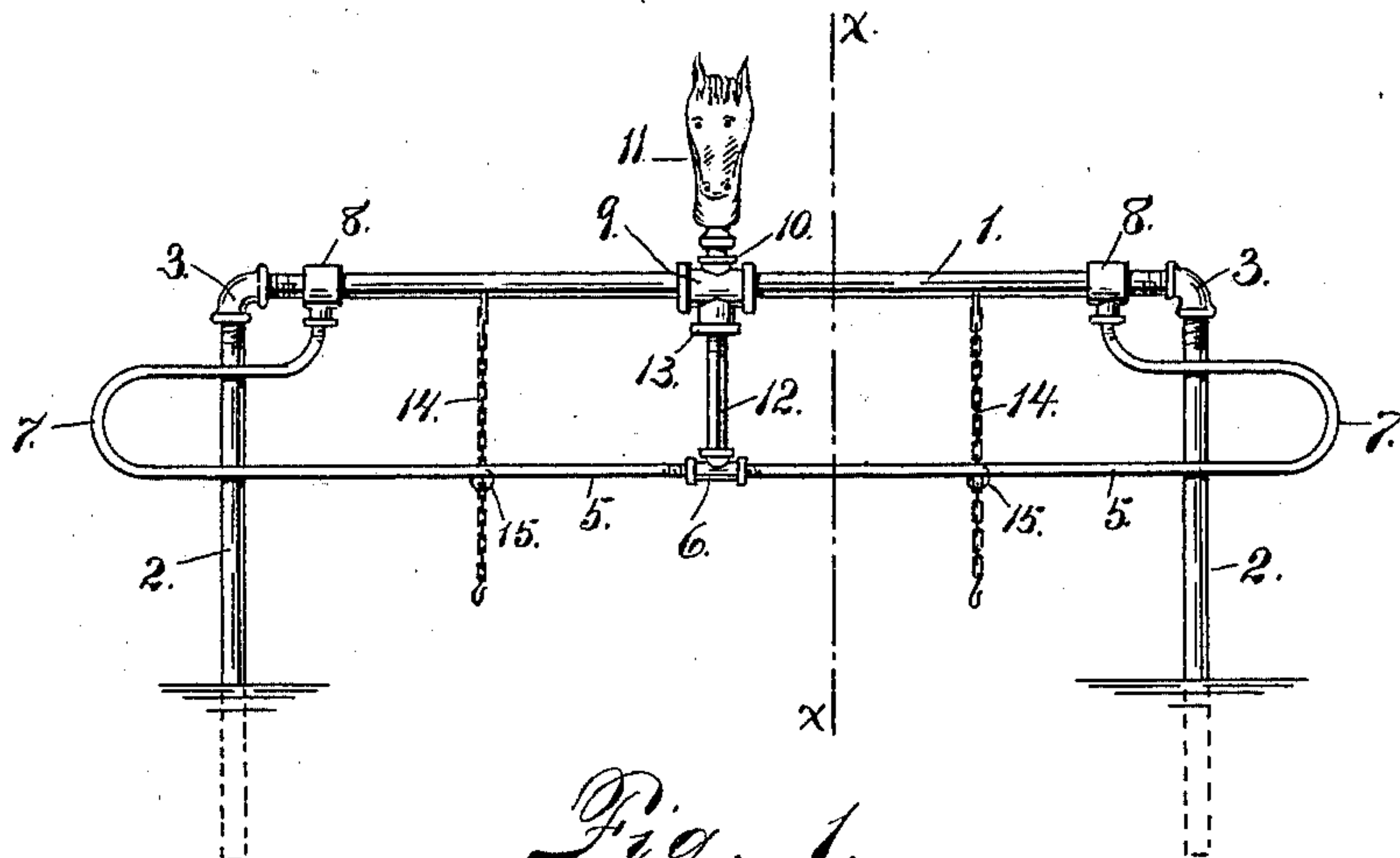


Fig. 1.

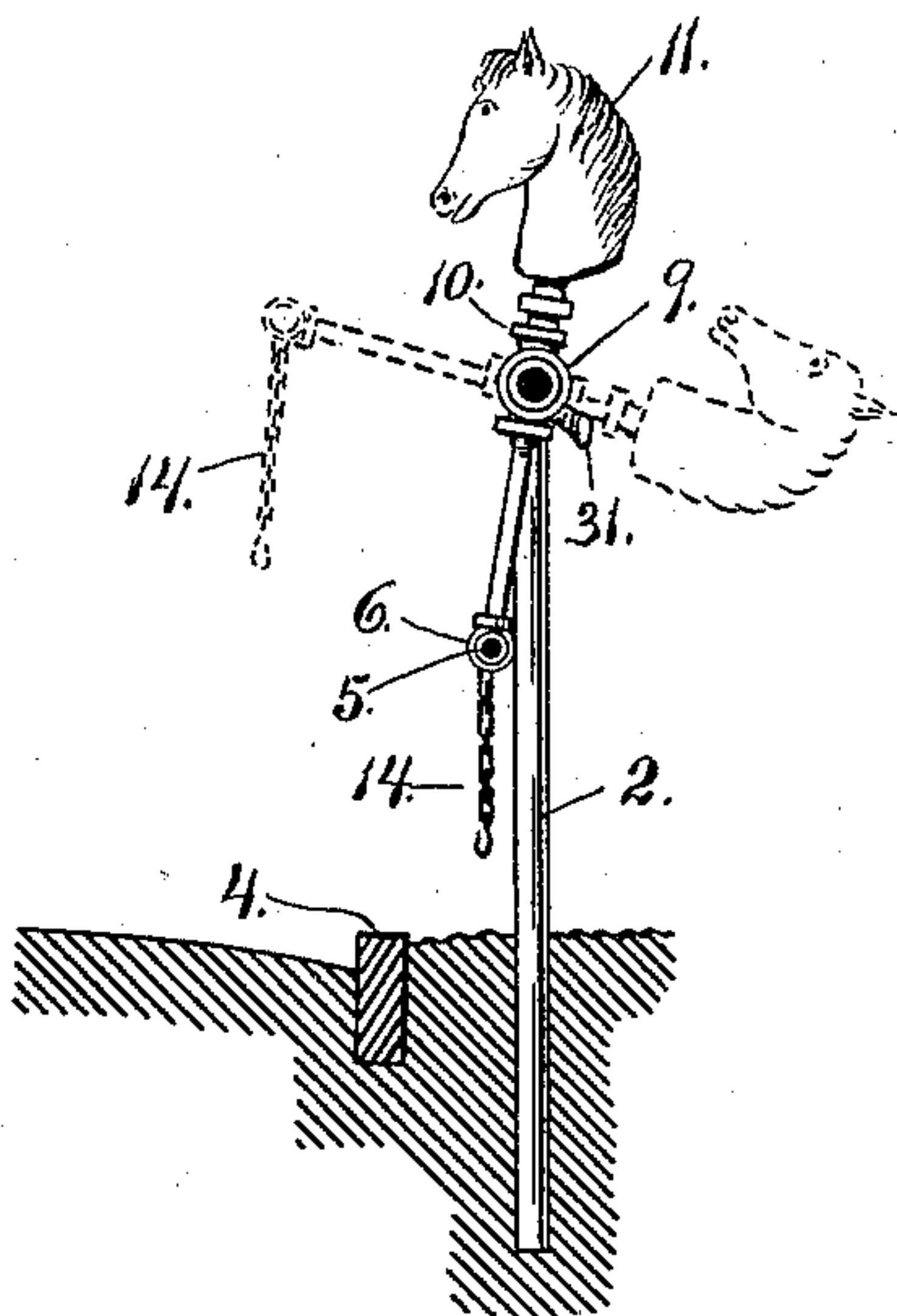


Fig. 2.

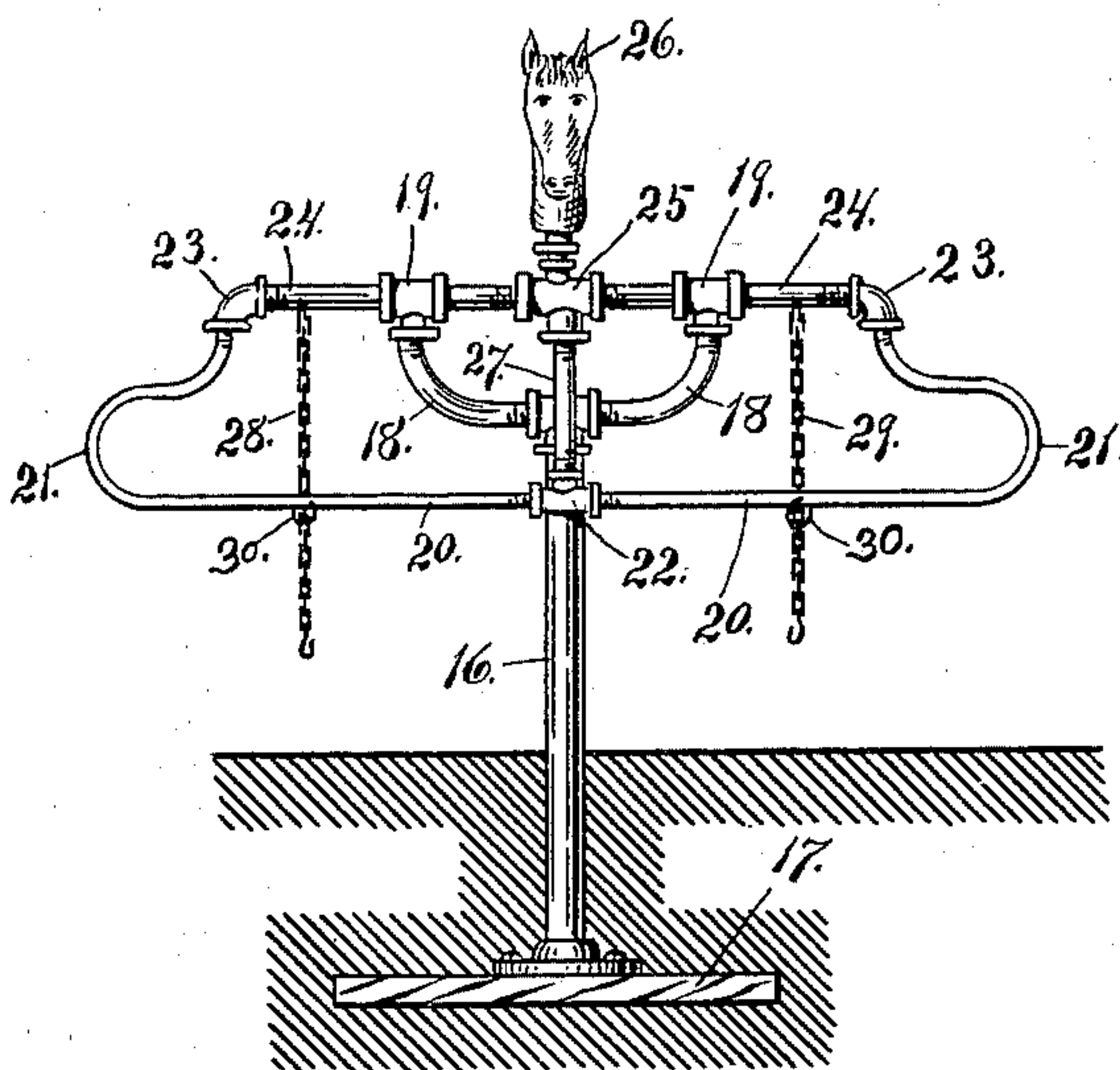


Fig. 3.

Witnesses:  
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# UNITED STATES PATENT OFFICE.

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## HORSE-HITCH.

SPECIFICATION forming part of Letters Patent No. 613,006, dated October 25, 1898.

Application filed December 30, 1897. Serial No. 664,792. (No model.)

*To all whom it may concern:*

Be it known that I, FRANK W. GREEN, a citizen of the United States, residing at Buffalo, in the county of Erie and State of New York, have invented certain new and useful Improvements in Horse-Hitches; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention relates to improvements in horse-hitches, and more particularly to that class which are designed to restrict the movement of the horse in certain directions.

The primary object of my present invention is to prevent the hitched horse from reaching and destroying the grass inside the curb or the brick gutters of unpaved streets.

To that end my invention consists of a vertical frame arranged parallel with and adjacent to the curb, an elongated auxiliary frame pivoted to the upper part of the vertical frame, and a counterpoise rigid with the pivoted auxiliary frame to hold the same in either of its two extreme positions. I will now minutely describe the manner in which I have carried out my invention and then claim what I believe to be novel.

In the drawings, Figure 1 is a front elevation of my improved device. Fig. 2 is a vertical section taken in the line *xx* of Fig. 1 and showing in full lines the extreme lower position of the auxiliary frame and in dotted lines the extreme upper position of the same, and Fig. 3 is a front elevation of a modified form.

Referring to the drawings, and particularly to Figs. 1 and 2, the vertical frame is shown preferably constructed of gas-pipe, of which 1 is a length of pipe forming the upper part of the vertical frame, and 2 2 are shorter lengths forming the vertical sides. The upper ends of the lengths 2 2 are joined to the horizontal pipe 1 by the elbows 3 3, and their lower ends are driven into the ground inside the curb 4, the whole forming an elongated rectangular frame parallel with and adjacent to the curb.

Of the auxiliary frame, 5 5 are two metal rods, their adjacent inner ends being united to the T 6. Their outer ends preferably extend beyond the sides 2 2 of the vertical frame, forming the loops 7 7, the ends of which extend upwardly and are joined to the collars 8 8, which loosely encircle the pipe 1 adjacent to the elbows 3 3.

9 is an elongated collar loosely encircling the pipe 1 at its center. Upon one side of this collar is a socket 10, adapted for the reception of the counterpoise 11, which is screwed therein. An appropriate design for the counterpoise is the horse's head, (shown in the drawings;) but any other design may be employed.

12 is a connecting-rod extending from the socket 13 on the collar 9 to the T 6 on the auxiliary frame, with which it has screw-threaded engagement.

14 14 are hitching-chains secured to the pipe 1 and passing through rings 15 15 upon the portions 5 5 of the auxiliary frame.

In Fig. 3 I have shown a modification in which the vertical frame consists of a single upright pipe 16, passing into the ground and being secured to a base 17, which serves to anchor the pipe 16 and prevent its turning. At its upper end are secured the upwardly-curved branches 18 18, provided at their upper ends with the collars 19 19. The auxiliary frame in this instance consists of the rods 20 20, with loops 21 21, similar in shape to the rods 5 7 and 5 7 in Fig. 1. The contiguous inner ends of the rods 20 20 engage with the T 22. The upper ends of these rods engage with the elbows 23 23, which carry the horizontal lengths of pipe 24 24. These pipes 24 24 pass loosely through the collars 19 19 upon the vertical frame, their inner contiguous ends engaging with the connecting-piece 25, upon the side of which is rigidly secured the counterpoise 26. The pipe or rod 27 unites the connecting-piece 25 and the T 22 upon the rods 20 20. Hitching-chains 28 and 29 are secured to the pipes 24 24 and pass through rings 30 30 upon the rods 20 20.

When not in use, the auxiliary frame lies close to the vertical frame, as shown in full lines in the drawings. The counterpoise 11 is placed at a slight angle with the auxiliary frame, so that when the auxiliary frame



is lying close to the vertical frame the center of gravity of the counterpoise is slightly forward of the plane of the vertical frame, which serves to retain the auxiliary frame in its operative position. To throw the auxiliary frame up into operative position, as shown in dotted lines in Fig. 2, it is only necessary to tip the counterpoise back until it strikes a stop 31, when it will remain in that position by the gravity of the counterpoise.

The device shown in Figs. 1 and 2 is intended to accommodate one or two horses, which are tied to either or both of the chains 14 14. The modified form shown in Fig. 3 is intended for a single horse. If the horse is driven up from the right, he is to be tied to the chain 28, and if driven up from the left he is to be tied to the chain 29.

The auxiliary frame projecting out beyond the curb effectually prevents the horse from resting his hoofs upon or pawing the sod inside the curb, and being secured well within the ends of the auxiliary frame is thereby prevented from reaching the grass with his mouth to eat or to tear up the same; neither can the horse destroy the brick gutters of unpaved streets with his hoofs. In this manner the sod and gutter are absolutely protected from injury and destruction by the animal. When

the horse is untied, it is only necessary to swing the counterpoise up to its other extreme position, which instantly collapses the auxiliary frame out of the way, leaving nothing of the hitching device projecting out over the curb. It will be seen that my improved device is simple and inexpensive in construction and entirely reliable in operation. It also occupies little space when not in use, and when in operative position absolutely protects the adjacent sod from destructive contact with the hoofs and mouth of the horse, as well as preventing injury to the brick gutters of unpaved streets.

I claim—

A horse-hitch consisting of a vertical frame arranged parallel with and adjacent to the curb, an elongated auxiliary frame pivoted to the upper part of the vertical frame, and a counterpoise rigid with the pivoted auxiliary frame, to hold the same in either of its two extreme positions.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

FRANK W. GREEN.

Witnesses:

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C. B. BUTLER.