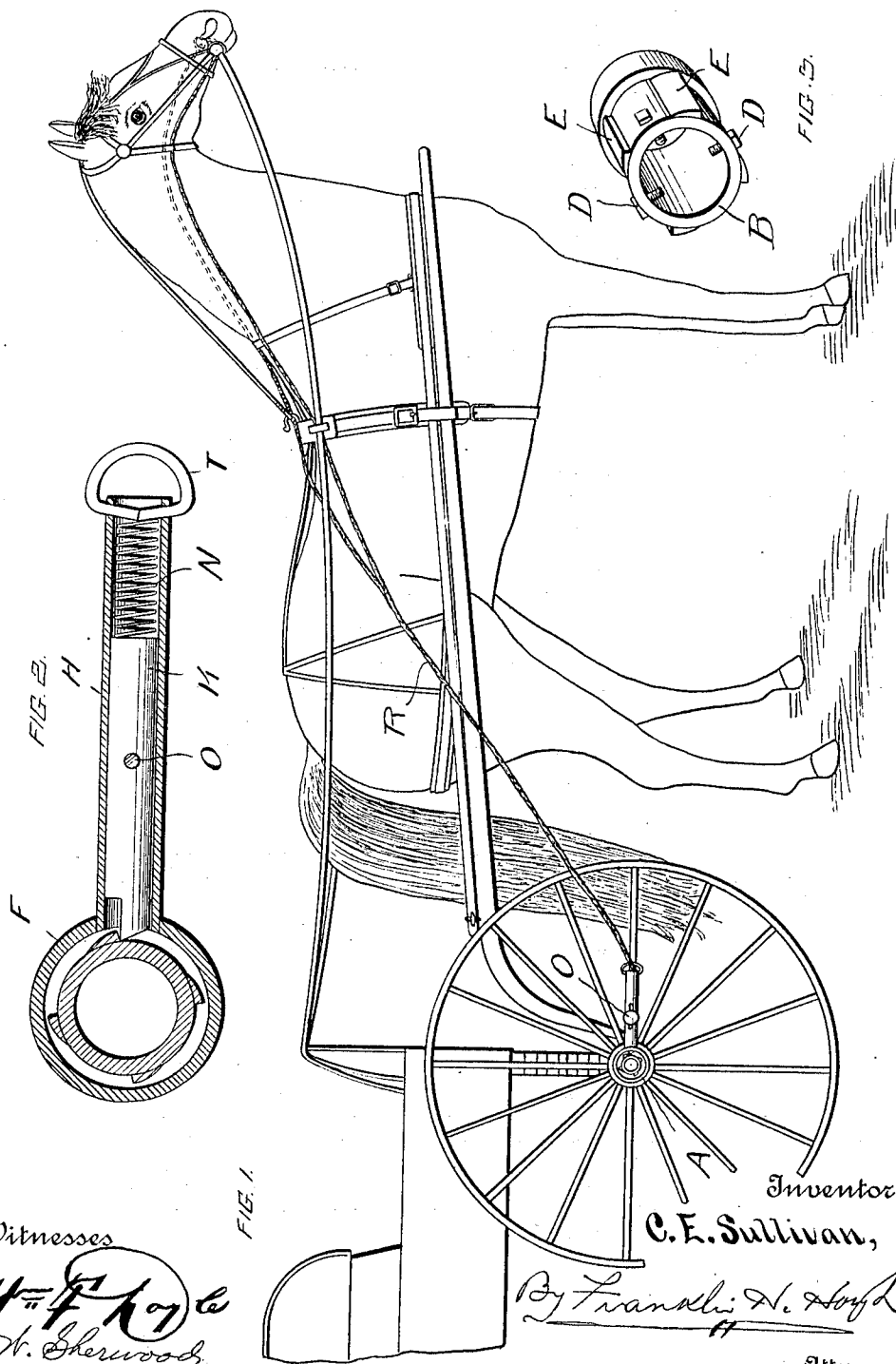


C. E. SULLIVAN.
HORSE HITCHING DEVICE.
APPLICATION FILED JUNE 28, 1912.

1,048,370.

Patented Dec. 24, 1912.



Witnesses

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UNITED STATES PATENT OFFICE.

CLARK E. SULLIVAN, OF FORT SMITH, ARKANSAS.

HORSE-HITCHING DEVICE.

Patented Dec. 24, 1912.

Specification of Letters Patent.

Application filed June 28, 1912. Serial No. 706,530.

1,048,370.

To all whom it may concern:

Be it known that I, CLARK E. SULLIVAN, a citizen of the United States, residing at Fort Smith, in the county of Sebastian and State of Arkansas, have invented certain new and useful Improvements in Horse-Hitching Devices; 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 letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to new and useful improvements in safety horse hitching devices and comprises a simple and efficient device adapted to connect the bit of the headstall of a harness with an attachment to the wheel of the vehicle whereby, as the wheel rotates, the rope connecting the attachment with the bit may be drawn taut, thus tending to stop the horse.

The invention consists of various details of construction and combinations and arrangements of parts which will be herein-after fully described, shown in the accompanying drawings and then specifically defined in the appended claim.

I illustrate my invention in the accompanying drawings, in which:—

Figure 1 is a side elevation showing the application of my invention to the hub of a vehicle. Fig. 2 is a central longitudinal section through the device, and Fig. 3 is a detail perspective view of a portion of the device.

Reference now being had to the details of the drawings by letter, A designates the hub of a vehicle mounted upon the axle of the buggy in the usual manner. A shell, designated by letter B, a detail of which is shown in Fig. 3 of the drawings, is fitted over a projecting portion of the hub and held in adjusted positions thereon by means of the set screws D, said shell having a series of ratchet teeth E upon the circumference thereof. A ring, designated by letter F, is fitted to a hollow tubular shank portion H, which latter has a bolt K mounted therein and held normally at its farthest outer throw by means of a coiled spring N mounted within said member H.

A screw having a shank portion O passes through a slot in said member H, the shank portion of the screw being guided in the slot and the inner end of the screw engages said bolt and forms a convenient means for moving the bolt under the tension of said spring when it is desired to retract the bolt.

A rope or strap, designated by letter R, is fastened at one end to the ring or loop T and its other end is adapted to be fastened to the bit rings of the headstall of the harness. One end of the bolt, as shown clearly in Fig. 3 of the drawings, is contracted and is adapted to engage the ratchet teeth upon said shell in the manner illustrated.

In operation, the shell is, as stated, fastened to the projecting portion of the hub and, when it is desired to hitch the horse, the ring F with its tubular shank portion H, to which the rope or strap is fastened, telescoped over the shell and the bolt forming a ratchet is placed so that it will engage one or another of the ratchet teeth E. When the attachment is thus made and in the event of the horse starting to draw the vehicle, the ring F will be caused to rotate with the shell and with the hub of the vehicle and cause the rope or strap to be drawn taut and the more the wheel rotates the greater will be the pull upon the rope, thus having a tendency to check the movement of the horse. When it is desired to unhitch the horse, the handle O may be moved against the tension of the spring N and cause the bolt or ratchet to be released from said teeth and the ring F readily withdrawn from over the shell. When the ring is not in use, it may be hung at any location about the vehicle or harness and convenient for ready use. When the attachment is thus made and in the event of the horse backing up, the ring F will cease to rotate with the shell and with the hub of the vehicle and thereby cease to pull upon the rope or strap attached to the horse's bit.

What I claim to be new is:—

A safety horse hitching device, comprising a hollow, open-ended shell with teeth upon the circumference thereof, set screws for attaching the shell to the hub of a vehicle, a ring adapted to telescope over the toothed portion of said shell, said ring having a hollow shank portion with a slot there-

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in, a bolt mounted within said hollow shank
portion, a screw passing through said slot
and engaging the bolt, a spring tending to
throw the bolt normally toward said ring,
5 a loop fastened to said shank portion, and a
rope adapted to connect said loop with the
ring of a bridle bit, as set forth.

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

Witnesses: ~~CLAYTON~~
JAMES G. FREZZELL,
HORACE F. ROGERS.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents,
Washington, D. C."