(No Model.)

E. L. PROPST.

HITCHING DEVICE.

No. 589,855. Patented Sept. 14, 1897.

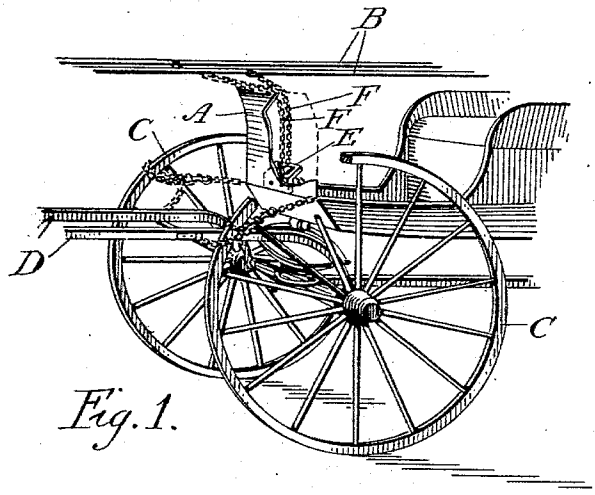


Fig. 1.

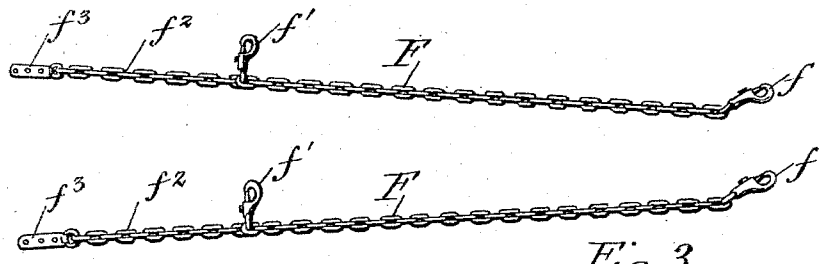


Fig. 3.

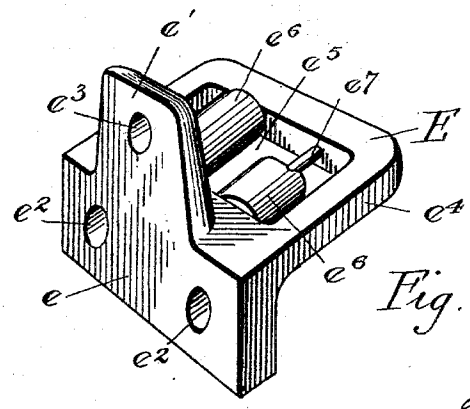


Fig. 2.

WITNESSES

J. Frank Culverwell.

J. G. Tabler.

INVENTOR,

Edward L. Propst.

by John Weddeburn

Attorney

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

EDWARD L. PROPST, OF CHARLOTTE, NORTH CAROLINA.

HITCHING DEVICE.

SPECIFICATION forming part of Letters Patent No. 589,855, dated September 14, 1897.

Application filed November 17, 1896. Serial No. 612,468. (No model.)

To all whom it may concern:

Be it known that I, EDWARD L. PROPST, a citizen of the United States, residing at Charlotte, in the county of Mecklenburg and State of North Carolina, have invented certain new and useful Improvements in 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.

This invention relates to improvements in vehicle attachments, and has more particular relation to devices for preventing both the running away of horses and the backing of the same when hitched to vehicles.

The invention consists of certain novel constructions, combinations, and arrangements of parts, all of which will be hereinafter more fully described and claimed.

In the accompanying drawings, forming part of this specification, Figure 1 represents a perspective view of a buggy with my invention applied thereto. Fig. 2 represents an enlarged detail perspective view of the casting containing the antifriction-rollers, and Fig. 3 represents a top plan view of the chains in an extended position.

A in the drawings represents the dashboard of the buggy; B, the reins; C, the front wheels of the buggy; D, the shafts; E, the casting containing the antifriction-rollers, and F F the chains. The said casting E comprises an attaching-plate *e*, provided with an extension *e'* and formed with screw-apertures e^2 e^2, by means of which it can be securely attached to the inside of the dashboard, near the bottom thereof. The said extension *e'* is also provided with a screw-aperture e^3, by means of which said extension can be secured to the dashboard. The said attaching-plate *e* is provided with a bracket extension e^4, extending upward and outward therefrom and apertured at its upper end, as at e^5. Spaced antifriction-rollers e^6 are loosely mounted in said aperture e^5 by means of journal-pins e^7. Each of the chains F F is provided at its upper end with a snap-hook *f*, adapted to be slipped through a suitable ring or eye secured to the reins B. The said chains F F pass, respectively, down from the lines through the spaces between the antifriction-rollers e^6, and from thence to the opposite sides of the buggy, the outer ends of said chains being each provided with snap-hooks *f'*, adapted to be passed about the felly of the wheel and thus secured thereto.

Each of the chains F F is provided with an auxiliary chain f^2, connected thereto and to the snap-hook *f'*. The free ends of said chains f^2 are provided, respectively, with an apertured attaching-plate f^3, adapted to be secured to the shafts D by screws.

It will be observed from the foregoing description that should the horse start to run away or pass forward while the chains F F are connected to the lines the wheels C, to which the lower ends of said chains are attached, will pull upon the latter and thus draw it on the lines until the wheels are locked. Any further forward movement of the horse will now bring the strain upon the bit within his mouth, and the whole weight of the locked and dragging buggy will be thrown upon the said bit, and he will thus be forced to draw the buggy in its locked condition by his mouth alone. This will, of course, soon bring him to a stop.

Should the horse try to back the buggy when the attachment is applied, the rearward movement of the wheels will tighten the chains f^2 until said wheels become locked, when any further rearward movement will be prevented. It will also be observed from the foregoing description that the strain upon the casting E is equalized, as the tension when the device is in operation is from both sides, said sides just counterbalancing each other.

When the device is not in use, the snap-hooks *f* and *f'* are unhooked and the chains concealed in the front of the buggy.

It will also be observed that my improved casting containing its plurality of antifriction-rollers is altogether concealed behind and at the bottom of the dashboard and only the protruding ends of the chains are presented to view.

With this improved vehicle attachment the buggy can be instantly locked when it is wished to leave the same by simply attaching the hooks *f* and *f'* in the proper position.

The arrangement of the inclined bracket e^4 is such as to divide the vertical and lateral strains upon the chains F F evenly, and thus

cause the two antifriction-rollers for the respective chains to subserve the purpose of four rollers placed in planes at right angles to the line of strain.

Because of the great simplicity of construction of my invention the same can be manufactured very cheaply and in the desired marketable form.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a buggy attachment, the combination with a casting adapted to be attached to the dashboard, of antifriction-rollers mounted in said casting, chains adapted to be connected to the respective reins and passing down and over said rollers for attachment to the wheels upon the respective sides of the buggy, and auxiliary chains connected to the first-mentioned chains and passed forward upon each side of the buggy and attached to the shafts, substantially as described.

2. In a buggy attachment, the combination with a casting comprising an attaching-plate and an upwardly and outwardly inclined apertured bracket, of antifriction-rollers journaled in the aperture of said bracket in an inclined position, chains passing over said rollers and provided with snap-hooks at their respective ends for attachment to the reins and the wheels respectively, and auxiliary chains connected to the respective outer ends of the first-mentioned chains and each provided with an attaching-plate adapted to be secured to the shafts upon the opposite sides of the buggy, substantially as described.

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

EDWARD L. PROPST.

Witnesses:
B. P. BOYD,
H. C. SEVERS.