

E. REPP.  
 Device for Hitching Horses to Vehicles.  
 No. 200,763.                      Patented Feb. 26, 1878.

Fig. 1.

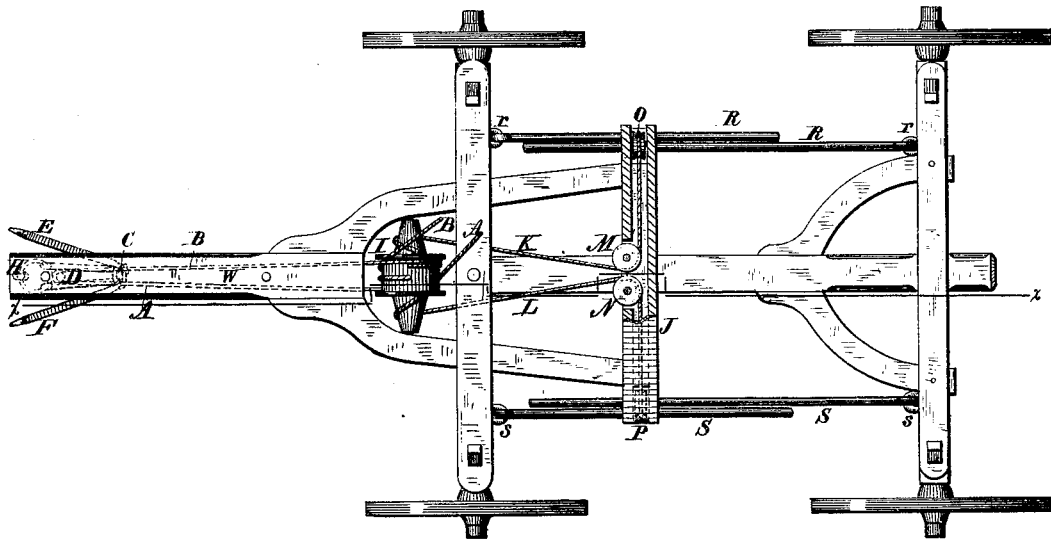
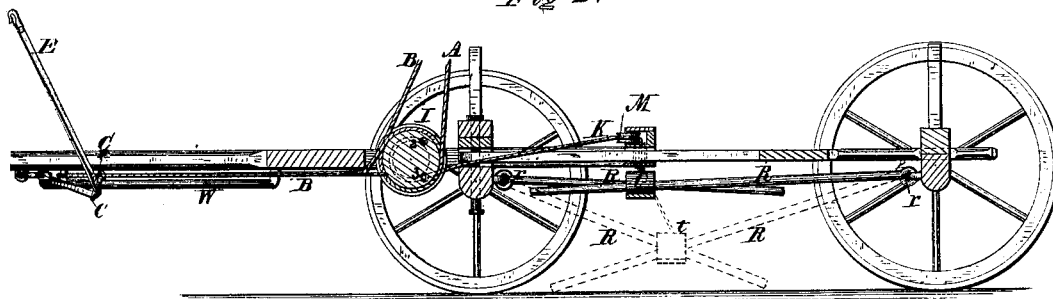


Fig. 2.



WITNESSES  
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## IMPROVEMENT IN DEVICES FOR HITCHING HORSES TO VEHICLES.

Specification forming part of Letters Patent No. **200,763**, dated February 26, 1878; application filed February 14, 1878.

### *To all whom it may concern:*

Be it known that I, ELIAS REPP, of Menomonee, in the county of Dunn and State of Wisconsin, have invented certain new and useful Improvements in Hitching Apparatus and Wagon-Anchors; and I do hereby declare that the following is a full, clear, and exact description of the same, which 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 letters of reference marked thereon, which form a part of this specification.

The object of my invention is to supply an effective hitching apparatus for teams, to be attached to vehicles, and so arranged as to be complete without the use of a hitching-post or any other fixture, and to be operated by the driver without alighting from the vehicle.

Figure 1 in the accompanying drawing represents a top-front view of my invention when attached to a wagon ready for use, in which A and B are the two ends of the operating-rope, which, when not in use, may be temporarily attached to any part of the wagon-body within convenient reach of the driver.

I is the operating-pulley, over which this rope A B runs. D is a stud near the forward end of the wagon-pole, around which the rope A B passes, so as to slide freely in either direction. C is a sliding ring, also attached, by a knot, to the same rope A B, and by which it is moved.

The ring C slides upon a rod, W, (shown in Fig. 2,) which confines the ring to its place on the tongue, and at the same time allows it sufficient forward and backward motion.

E and F are the halters or hitching-straps, which are fastened to the pole by staple-ring H, and, being passed backward, are looped through the ring C, and thence forward to the horses' heads, to which they are supposed, in the drawing, Fig. 1, to be attached.

The two ends of the rope A B, passing through and over the pulley I in opposite directions, give it a reversible motion, by means

of which the ring C may be drawn backward to check and stop the team, or drawn forward to loosen the halters, at will.

Fig. 2 is a side sectional view, showing clearly the rod W and ring C, and the ropes A and B, all in place as they appear when the team is in motion.

When the driver wishes to hitch the team, he has only to draw the cord A, which turns the pulley and draws back the ring C, which takes up the slack of the halters and fastens the team back to the pole far enough to take off the draft from the traces, when the two cords have only to be secured to the wagon to safely fasten the team.

In conjunction with this hitching apparatus, and operating in connection with it, I have invented, as shown in the drawing, an anchoring apparatus consisting of four rods, R R and S S, in Fig. 1, attached, respectively, to the wagon axle-trees by staples *r r* and *s s*, said rods long enough to overlap each other when brought together, and when crossed, as represented in Fig. 2, to rest upon the ground. These rods, so crossed and resting upon the ground, operate as braces or anchors to prevent the motion of the wagon backward or forward.

To raise or lower these rods and keep them in proper position, there are two slips or rings, *t t*, (one of which is shown in Fig. 2,) connected by a rigid bar, to the two opposite ends of which are attached ropes or chains, passing over the pulleys O and P and around the pulleys M and N to the first pulley I, to which they are attached, so that the operation of the latter pulley raises and lowers the anchor-bars by the same movement that checks or loosens the hitching-straps or halters.

I claim as my invention—

1. The halters E and F, fastened to the end of the wagon-pole and looped through the slip-ring C, which slides upon the keeper W, by means of the cords A B, substantially as described.

2. The halters E and F, the slip-ring C, the

keeper W, and the cords A B, operated by means of the pulley I, substantially as described.

3. In combination with the hitching apparatus, and operated in connection with it, the anchor-rods R R and S S, to be held in place by the rings *t t*, which are connected by a rigid bar, and raised and lowered by means of cords passing over the pulleys M,

N, O, and P to the main pulley I, as described and shown.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

ELIAS REPP.

Witnesses:

W. WILLOUGHBY,  
THOS. C. FULLERTON.