

No. 649,509.

Patented May 15, 1900.

C. B. FISHER.
HITCHING WEIGHT.

(Application filed Mar. 17, 1900.)

(No Model.)

Fig. 1.

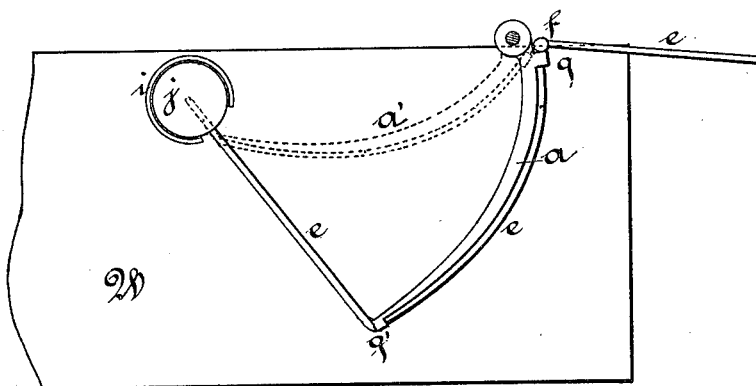
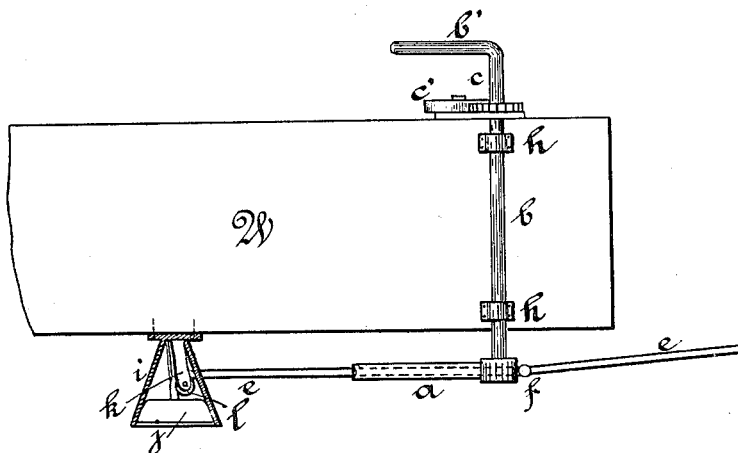


Fig. 2.

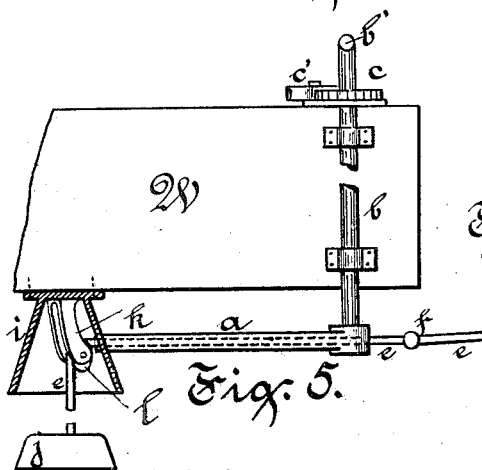


Fig. 5.

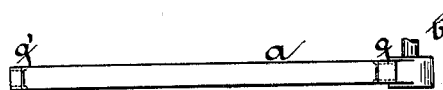


Fig. 3.

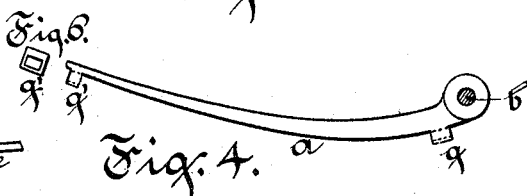


Fig. 4.

WITNESSES:
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UNITED STATES PATENT OFFICE.

CHARLES B. FISHER, OF SIOUX CITY, IOWA.

HITCHING-WEIGHT.

SPECIFICATION forming part of Letters Patent No. 649,509, dated May 15, 1900.

Application filed March 17, 1900. Serial No. 9,019. (No model.)

To all whom it may concern:

Be it known that I, CHARLES B. FISHER, a citizen of the United States, residing at Sioux City, in the county of Woodbury and State of Iowa, have invented certain new and useful Improvements in Hitching-Weights; and I do declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming a part thereof.

My invention relates to hitching-weights for horses; and its object is to provide a weight which may be carried by the buggy or other conveyance and be lowered and raised to and from a position upon the ground by the simple turn of a lever. This object I attain by the construction shown in the accompanying drawings, in which—

Figure 1 is a view of my invention in side elevation, showing the weight up. Fig. 2 is an inverse plan view of the same. Fig. 3 is a detail view of arm in side elevation. Fig. 4 is a plan view of Fig. 3. Fig. 5 is a view of my invention in side elevation, showing the weight down. Fig. 6 is an end view of Fig. 4, showing the loop.

Referring now to the illustrations, in which like parts are designated by similar letters of reference, *a* is a curved arm operating under the box *w* of the vehicle. *b* is a rod firmly secured at right angles to one end of said arm and extends upward along the side of the box, being movably secured thereto by the clamps *h h*. A crank *b'* is secured to the upper end of said rod. A clutch-wheel *c* is firmly secured to said rod at the upper edge of the box, the rod *b* passing through the center of said wheel. A catch *c'* is secured to the box and is adapted to operate in said clutch. A bell *i* is secured to the bottom of the box *w* and serves as a covering for the weight *j*. A sheave *l* is suspended within the bell by means of the blocks *k*, secured to the upper part of the bell. A line consisting of a cord or strap *e* is secured to the weight and passes over the sheave, through the loops *g* and *g'* of the arm *a*, and forward to the animal. A knot *f* in the cord just forward of the loop *g* prevents the cord from slipping too far to the rear and aids the arm in taking up the slack when the weight is raised.

The operation of my device will be readily

understood. The weight being raised, as shown in Figs. 1 and 2, the catch *c'* is loosened and the weight drops to the ground, the cord pulling the arm *a* into the position shown by the dotted lines *a'*. The same position of the arm is also shown in Fig. 5. The crank *b'* is then extended to the right and the knot *f* is some distance to the right of the arm. To raise the weight, the catch *c'* is first applied and the crank turned to the left. The arm assumes the position shown in Figs. 1 and 2, taking up the slack of the cord between the loop *g* and the ground, thus raising the weight. The knot *f* prevents taking up the slack in the opposite direction. When the weight is up, the distance between the free end of the arm and the bell should be slightly more than the distance from the weight to the ground. This distance can be regulated by adjusting the bell to the bottom of the box.

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

1. A portable hitching-weight consisting of the following parts, viz: a rod movable upon its axis attached to the vehicle, a curved arm secured at right angles to the end of said rod, a pulley secured to the vehicle, a line secured to the animal and passing around said arm and over said pulley, means for preventing the line from slipping upon said arm, a weight attached to the opposite end of said line, and means for operating said rod and arm and securing them in any position, substantially as described.

2. A rod perpendicularly secured to the box of a vehicle and movable upon its axis, a curved arm secured at right angles to the lower end of said rod, said arm having a loop upon the outer surface near each end thereof, a pulley secured beneath the box of the vehicle, a line secured to the animal and adapted to pass around said arm through said loops and over said pulley, an obstruction upon said line in front of said rod, and means for turning said rod and arm and securing them in the desired position, as and for the purposes specified.

3. A curved arm adapted to operate horizontally beneath the box of a vehicle, a loop upon the outer surface of said curved arm near each end thereof, a pulley secured be-

neath the box of the vehicle, a line secured to the animal and adapted to pass around said arm through said loops and over said pulley, a weight secured to the opposite end of said line, means for preventing said line from slipping upon said arm, and means for operating said arm and securing it in the desired position, substantially as described.

4. A rod perpendicularly secured to the box of a vehicle and movable upon its axis, a crank attached to the upper end of said rod, a curved arm secured at right angles to the lower end of said rod, a loop upon the outer surface of said curved arm near each end thereof, a pulley secured beneath the box of the vehicle, a line secured to the animal and adapted to pass

around said arm through said loops and over said pulley, a knot upon said line in front of said arm, a weight secured to the opposite end of said line, in combination with a ratchet-wheel near the end of said rod and a catch secured to said box and adapted to operate in said wheel, and a bell-shaped covering for said pulley and weight, secured beneath the box of the vehicle, substantially as described.

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

CHARLES B. FISHER.

Witnesses:

R. H. HENDERSON,
F. W. LOHR.