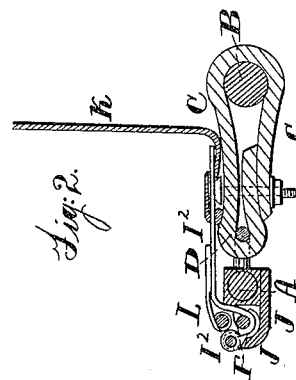
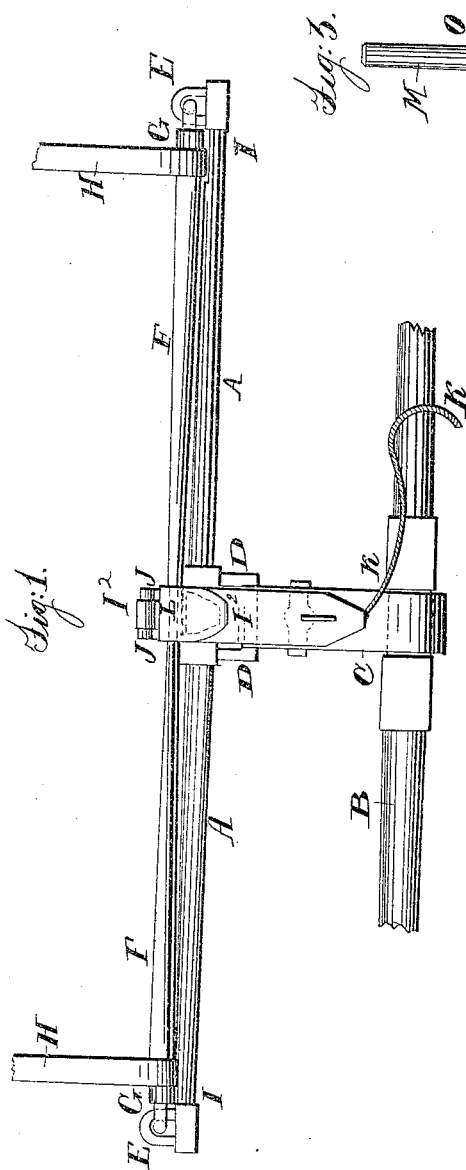


T. B. PYRON.  
Detaching Horses.

No. 7,733.

Patented Oct. 22 1850.



# UNITED STATES PATENT OFFICE.

T. B. PYRON, OF SALINA, TENNESSEE.

## APPARATUS FOR RELEASING HORSES FROM CARRIAGES.

Specification of Letters Patent No. 7,733, dated October 22, 1850.

*To all whom it may concern:*

Be it known that I, TAPLEY B. PYRON, of Salina, in the county of Jackson and State of Tennessee, have invented a new and useful Improvement on the Swingle-tree of Carriages for Disengaging the Horses Therefrom when in the Act of Running Off; and I do hereby declare the following to be a full and clear description thereof, reference being had to the annexed drawings of the same, making part of this specification.

Figure 1 is a plan of the swingle-tree, and a portion of the whiffle-tree, showing the position of the several parts of the apparatus when the horse or horses are properly attached to the carriage. Fig. 2 is a vertical cross section of ditto. Fig. 3 is a plan of the forward end of the tongue—showing the metallic pole box, to which the pole straps are attached, and the ferrule on the end of the tongue.

The same letters on the figures refer to the same parts.

A, is the swingle-tree, made in the usual manner, and connected to the whiffle-tree B, by the usual tug strap C, passing through a staple D, projecting from the swingle-tree.

E, E, are the staples of the swingle-tree, to which the trace straps are ordinarily attached, and which I propose to use for the attachment of certain tapered trace bars, hereafter described.

My improvement relates to the manner of combining two tapered trace bars, with a flexible lever or disengaging strap, attached to the upper end of a curved confining box plate, projecting outward from the swingle-tree into which the flexible lever, and ends of the trace bars fit and are held, by which the trace bars are properly secured with the traces, and on the occurrence of an accident or running off of the horse or horses, the driver can at an instant's warning, disengage the trace bars from the curved box plate, and liberate the traces, by simply drawing a cord attached to the end of the flexible lever, which will cause it (the flexible lever) to approximate to a straight line, and with it elevate the ends of the trace bars; there being a projection or guard, on said flexible lever, directly over the ends of the trace bars, for preventing the same from flying out or being disengaged from the box

plate, in descending plains, or passing over rough roads.

F, F, the holding trace bars, attached to the staples E, by eyes or loops formed in their ends G, and are of a length equal to half the length of the swingle-tree, and tapering toward their outer ends, which, when they are closed, as seen in Fig. 1, meet and fit, with the flexible lever, into the cavity of the box plate, J, between the swingle-tree, and its curved end.

The ends of the traces H are provided with loops, which fit, and pass over the trace bars to their larger ends, G, there being recesses I made in the swingle-tree, to receive the ends of the traces, when the trace bars are closed, and thus hold them in their proper places until disengaged.

J, is the curved box plate, projecting forward from the underside of the center of the swingle-tree, leaving sufficient space between its curved end and the swingle-tree to receive the flexible lever, and ends of the trace bars F, F. To the curved end of this box plate J is attached the end of the flexible lever I<sup>2</sup> which is made to fit into the cavity of the box plate J, as seen in Fig. 2, and extend rearward; to whose opposite end is attached the hand cord K, leading to the driver or within the vehicle, for lifting said flexible lever I<sup>2</sup> from the cavity of the box plate, when it is desired to disengage the trace bars; by causing it to approximate to a straight line; its attachment to the curved box plate J serving as its fulcrum. The curve of the box plate is such as to hold or confine securely in connection with the guard or holder L, of the flexible lever I<sup>2</sup> the ends of the trace bars F, and thus prevent the possibility of their disengagement from the box plate in descending plains or on rough roads.

Fig. 3 represents a portion of the tongue of the carriage, its front portion being provided with a metallic ferrule M, on which is formed a shoulder N, against which rests a metallic box O, to which are attached the pole straps, for preventing the carriage running on the horse or horses in descending inclined plains, or stopping the same when desired, and also for allowing the metallic box O to slip off of the tongue when the horses are disengaged from the carriage.

The manner of operating to disengage with this apparatus is as follows: When the horse or horses, in running off with the carriage to which they are attached, become unmanageable the driver pulls the cord K attached to the flexible lever I<sup>2</sup> which causes it to approximate to a straight line and thus relieves itself from the cavity of the curved box plate J, and simultaneously lifts and liberates the ends of the trace holding bars F which instantly move outward, and the trace straps H will slip or pass therefrom, and the trace bars be made to assume a pendant vertical position, the driver at this moment throwing the reins toward the horses, who leave the carriage without injury.

The metallic box O, to which the pole straps are attached will of course slip over, and pass from the tongue, and remain upon the harness.

Should the driver not be able to attend to the safety cord K while endeavoring to guide the horses, it may be pulled by any one seated in the carriage, being so arranged as to be within convenient reach of the passengers as well as driver.

This apparatus may be applied to single horse carriages, as well as to two horse vehicles.

Having thus described my improvement for disengaging the horses from vehicles,

I wish it to be understood that I do not claim the employment of any of the parts constituting this disengaging apparatus, separately considered; but

What I do claim as my invention and improvement, is—

Combining two tapered trace bars F, F, with the flexible lever or disengaging strap I<sup>2</sup> attached to the upper end of the curved confining box plate J, projecting outward from the swingle-tree A, in which the flexible lever I<sup>2</sup> and ends of the tapered trace bars F, F, fit, and are properly secured, with the traces; by the curve of the box plate J, and a guard or holder L, attached to the flexible lever I<sup>2</sup>, and fitting into the cavity of the box plate J, directly over the ends of the trace bars F, the disengagement being effected by drawing a cord K, attached to the flexible lever I<sup>2</sup> which will cause it to approximate to a straight line, and with it elevate the ends of the trace bars F, and liberate the same from the curved box plate J, as fully set forth.

In testimony whereof I have hereunto signed my name before two subscribing witnesses.

TAPLEY B. PYRON.

Witnesses:

JOHN L. SMITH,  
JOHN DAVIS.