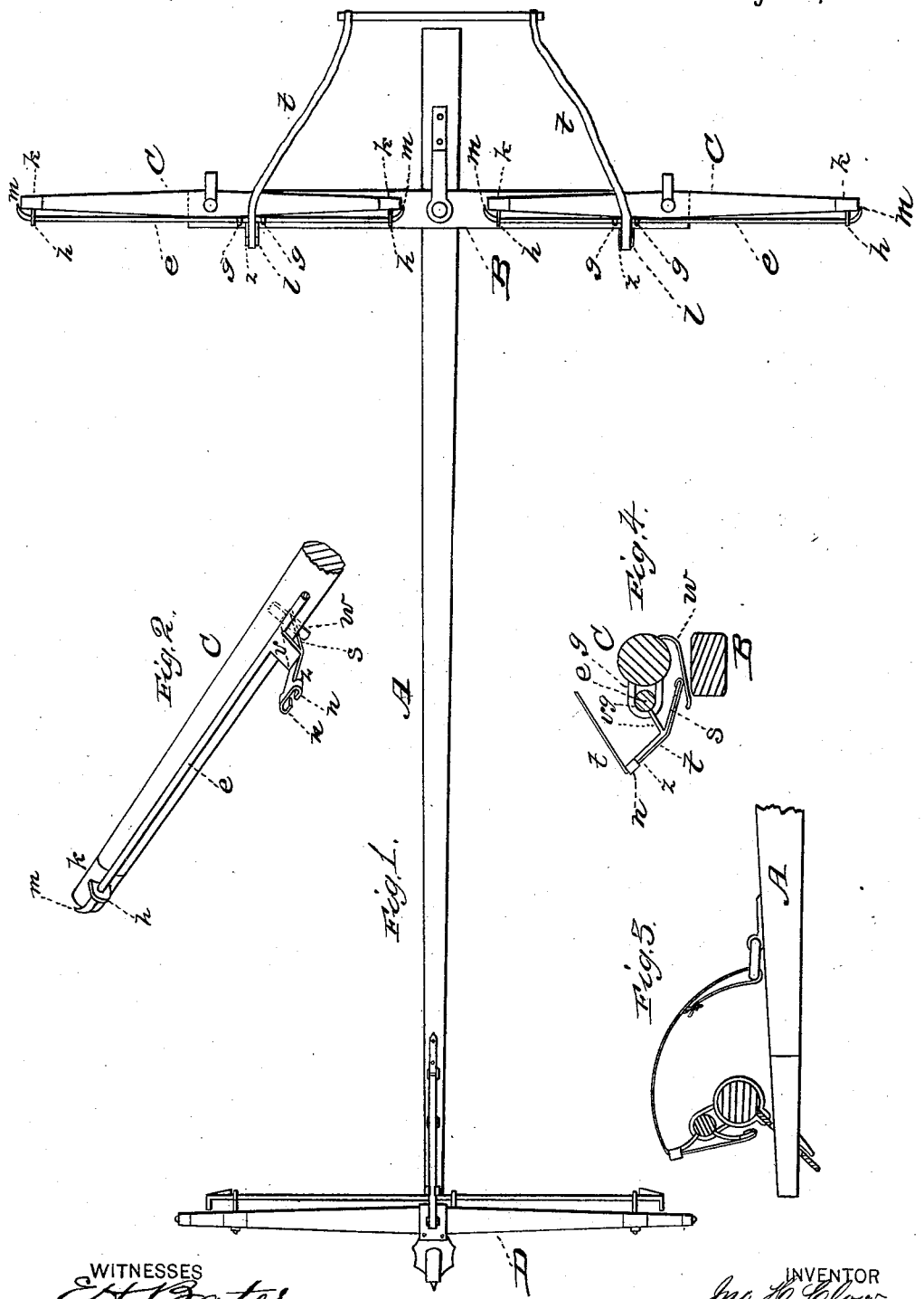
(Model.)

J. H. CLOW.

HORSE DETACHER.

No. 261,079. Patented July 11, 1882.



WITNESSES

E. H. Bates.

James J. Sheehy.

INVENTOR

Jno H. Clow,

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UNITED STATES PATENT OFFICE.

JOHN H. CLOW, OF SHERIDAN, OREGON, ASSIGNOR OF ONE-HALF TO DEWITT C. COLEMAN, OF SAME PLACE.

HORSE-DETACHER.

SPECIFICATION forming part of Letters Patent No. 261,079, dated July 11, 1882.

Application filed March 2, 1882. (Model.)

To all whom it may concern:

Be it known that I, JOHN H. CLOW, a citizen of the United States, and a resident of Sheridan, in the county of Yam Hill and State of Oregon, have invented a new and valuable Improvement in Horse-Detachers; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a plan view of a wagon-tongue, showing my improvement. Fig. 2 is a detail perspective view of part of a single-tree. Fig. 3 is a side view of the end of the tongue, showing the neck-yoke attachment; and Fig. 4 is a sectional view.

This invention has relation to safety attachments for the draft of vehicles; and it consists in the construction and novel arrangement in connection with a pivoted rod extending from one end to the other of a single-tree or neck-yoke, and carrying hooks or fastening devices at its ends, of an angle-lever rigidly secured to the middle portion of said rod, an operating-strap connected permanently with one end of said lever and partially to the other end thereof, and a spring-keeper bearing against said lever, all as hereinafter set forth and particularly pointed out in the claim appended.

In the accompanying drawings, the letter A designates the pole of a vehicle; B, the double-tree; C, the single-tree, and D the neck-yoke. Each single-tree is provided with a rod, *e*, extending along its front edge, and connected to the single-tree by means of staples *g* and draft-eyes *h*, the latter forming portions of the bands *k* at the ends of the single-tree. The rod *e* is pivoted in these bearings so that it can be turned axially by means of a short lever, *l*, which is rigidly fastened to its middle portion. The ends of the rod *e* are bent to form the hooks *m*, to which the traces are connected, the direction of these hooks being parallel or nearly so to the arm *s* of the lever *l*, to which the operating-strap *t* is permanently connected. The lever *l* is angular in form, being connected by its middle portion or arm, *v*, to the rod and by its arm *s* to the strap *t*. This strap extends along the lever to its other end, *z*, which is provided with holding-wings or semi-clasps *n*, to engage the strap and hold it temporarily in connection with this arm *z* of the lever, said arm *z* being turned in the opposite direction to the arm *s*, as indicated in the drawings. A spring, *w*, is secured to the single-tree and bears against the lower arm, *s*, serving to keep it turned to the rear in position to hold the end hooks of the rod *e* in engagement with the traces. Should any accident occur on the road rendering it advisable to disconnect the traces, the strap *t* is designed to be pulled by the occupant of the vehicle. This will draw the arm *z* of the lever upward, disconnecting the lever from the spring-keeper, and then the strap *t*, becoming disconnected from the arm *z*, will draw the arm *s* upward and outward, turning the rod *e* so that its end hooks will be directed forward in position to instantly shed the traces. The neck-yoke attachment is similar, the rod having guard-hooks at its end to keep the pole-straps in position. The rear end of the strap, which is connected to the rod-lever, is attached to a loop on the pole near its forward end, as indicated in the drawings. When the traces become disconnected from the single-trees the forward movement of the horses throws the neck-yoke forward, and the check-strap, pulling on the lever, turns the rod which is pivoted to the neck-yoke so that its end hooks will be directed forward, and the pole-straps will at once become disconnected, freeing the horses entirely from all connection with the vehicle.

A whiffletree having its central portion provided with a catch and its extremities with rearwardly-inclined bearings, the latter having angular shanks which enter the ferruled ends of the whiffletree, has been used in connection with a rotary detacher having rearwardly-curved ends journaled in holes in the inclined bearings, which latter have trace-guards pivoted thereto, and this construction is not claimed herein. A whiffletree has been provided with bent draw-pins in its ends and a rod having quadrants at its ends, which normally engage the draw-pins when the traces are attached thereto, but which, when

turned away from the draw-pins, will let the traces fall, and thereby detach the horse, and neither do I claim this construction.

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

In a safety draft-connection for vehicles, the combination, with the pivoted rod *e*, extending along the single-tree or neck-yoke in the central bearing, *g*, and end bearings *s*, *h*, and having end hooks, *m*, of the angular lever *l*, having the arms *s* and *z* and wings *n n*, connected at its middle portion by the arm *v* to the rod *e*, the spring *w*, and the operating-strap *t*, permanently secured to the lower end of the lever *l* and detachably secured to the upper end thereof, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

JNO. H. CLOW.

Witnesses:
W. TYLER SMITH,
D. C. COLEMAN.