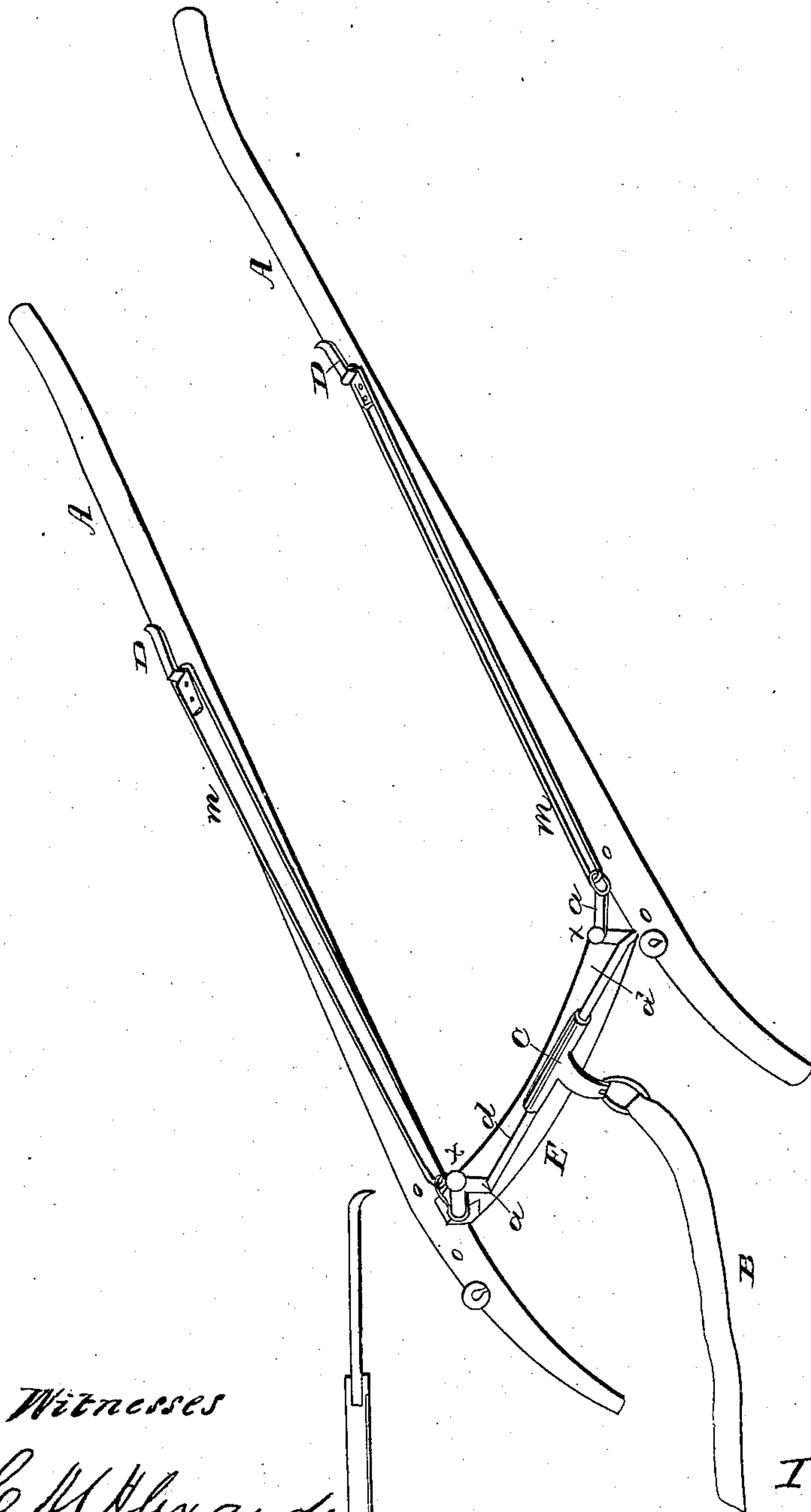


M. C. CHAMBERLIN.

Detaching Horses.

No. 29,952.

Patented Sept. 11, 1860.



Witnesses

C. M. Alexander  
H. J. Yeatman

Inventor.

M. C. Chamberlin

# UNITED STATES PATENT OFFICE.

M. C. CHAMBERLIN, OF JOHNSONBURG, NEW YORK.

## SELF-DETACHABLE WHIFFLETREE FOR VEHICLES.

Specification of Letters Patent No. 29,952, dated September 11, 1860.

*To all whom it may concern:*

Be it known that I, M. C. CHAMBERLIN, of Johnsonburg, in the county of Wyoming and State of New York, have invented certain new and useful Improvements in Modes of Attaching Horses to and Detaching Them from Vehicles; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

In the annexed drawings (A,) represent the thills, which are constructed in the usual manner, and connected together at their rear by means of the crosspiece E. To the crosspiece E, are secured two bell cranks *a, a* being pivoted to said piece near its extremities, as seen at *x, x*.

*d, d*, represent two rods with one of each of their ends connected to one of the arms of the bell cranks. The other ends of said rods pass into a sleeve *c*. The ends of the rods which pass into the sleeve are provided with a small pin or projection which pass into a rectangular slot in the sleeve. When the rods pass into the sleeve and said sleeve is turned partially around, the pins on the rods catch into the slots and secure the rods and sleeve firmly together. The cord or strap B, is attached to the sleeve *c*, in such a manner that said sleeve may be partially revolved by means of it, thus allowing the rods to draw out and free themselves.

*m, m*, represent the breeching straps,

which are attached at one end to the breeching, in the usual way, while at the other end they hook over the hooks, D, D, upon the thills. The rear ends of the tugs are attached to or hooked over the free ends of the bell cranks *a, a*, as shown. In the drawing the breeching straps are represented as attached to the bell cranks at their rear ends. They are so represented because there is no breeching to attach to. It will be seen by this arrangement that when the horse moves and oscillates the cranks *a, a*, will oscillate also and accommodate themselves to his motion.

Should a horse attempt to run away he may be detached from the vehicle by pulling upon the strap B, which passes over the dashboard. This strap it will be seen turns the sleeve in such a position that the rods *d, d*, may draw away from it, in which case the bell cranks turn and free the tugs, and the breeching straps. The breeching straps very readily draw from the hooks D, D as the horse leaves the thills.

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

The combination of the bell cranks, *a, a*, with the rods *d, d*, and the sleeve *c*, when the same are used substantially as and for the purpose specified.

M. C. CHAMBERLIN.

Witnesses:

SALEM DAVIS,  
GEO. G. DAVIS.