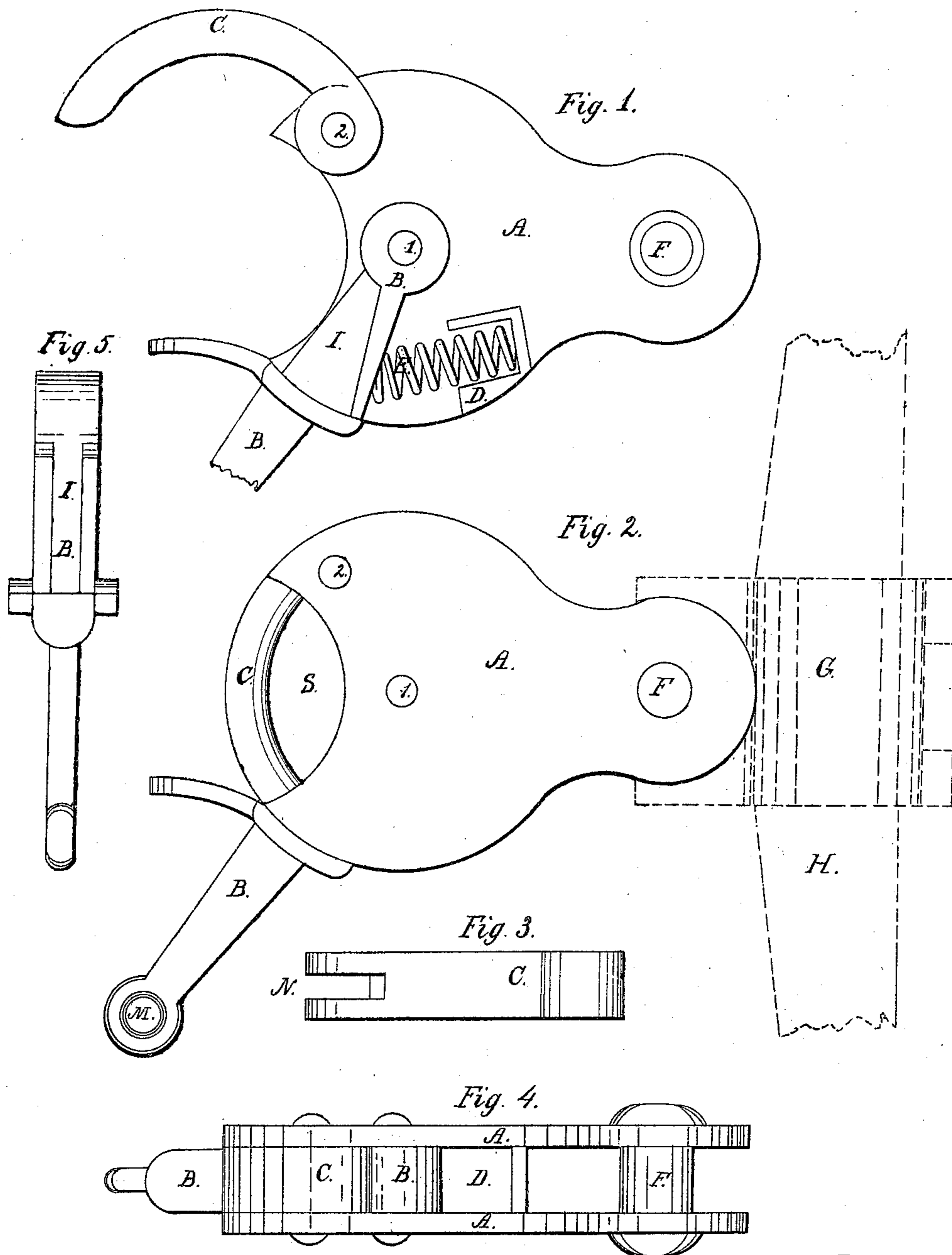


*J. H. Carr,
Anchor Tripper.*

N^o 52,385.

Patented Feb. 6, 1866.



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UNITED STATES PATENT OFFICE.

JOHN H. CARR, OF PALO ALTO, AND EDWARD ANDREWS, OF POTTSVILLE,
PENNSYLVANIA.

MODE OF DETACHING TOW-LINES.

Specification forming part of Letters Patent No. 52,385, dated February 6, 1866.

To all whom it may concern:

Be it known that we, JOHN H. CARR, of the borough of Palo Alto, and EDWARD ANDREWS, of the borough of Pottsville, in the county of Schuylkill and State of Pennsylvania, have invented a new Mode of Detaching Tow-Lines from Boats or Horses; and we hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

Figure 1 is an interior view, showing the tow-iron C open, lever B working on the pivot 1, and spring E acting against it, also the box D holding the spring. Fig. 2 is an exterior view of the detacher complete, showing the tow-iron shut and held in place by the lever B, also showing it attached to the clamp G on the spreader H by the post or stud F. Fig. 3 is an edge view of the tow-iron C, showing the slot N. Fig. 4 is an edge view, showing all the parts. Fig. 5 is an edge view of the lever B.

Similar letters indicate corresponding parts in the figures.

The nature of our invention consists in providing the means of detaching the tow-line from the horses or boat while towing or under strain from any cause, thereby preventing the animals from being drawn into the water in cases of the tow-line being caught by passing other boats or other obstacles; also providing the means of detachment by the driver while riding or walking.

To enable others skilled in the art to make and use our invention, we will proceed to describe its construction and operation.

For this purpose we construct the circular plates A A, Figs. 1 and 2, held apart by the post F and the pivots 1 and 2, allowing the lever B and tow-iron C to work freely on the pivots and between the plates A A, the lever B being constructed with the flat part I to fit into the slot N on the end of the tow-iron C, and also having the flanges and projection, as shown in the figure, the flange sliding on the

periphery of the plates A A, and tow-iron C, when shut, being sustained by the pivot 1 in center of the plates A A, the tow-iron C being made circular with the slot N, edgewise at one end, and working on the pivot 2, as shown at Fig. 1, the spring E being held in place by the box D, and acting against the lever B. The lever B is provided with the hole M, to allow a cord to be attached to it.

The operation is as follows: The detacher being secured to the whiffletree or spreader H by the post F, or otherwise, and the tow-iron C open, the loop in the tow-line placed into the space S, the tow-iron in being shut up strikes the projection on the lever B and moves it back, allowing the tow-iron to shut into its place. The spring E operating against the lever forces it over the tow-iron and secures it in the slot N and prevents it from working out when the tow-line is slackened.

The advantage of this arrangement is detaching the tow-line instantly by pulling the lever B out of the slot N by the driver while riding or walking, allowing the tow-iron C to open, thereby preventing the team from being dragged into the water, or when circumstances require the detachment.

We wish it distinctly understood that we do not confine ourselves to fastening the plates to the spreader in the manner shown, as the plates may be made to clamp the spreader, or made to fasten to it by different devices, or merely to be hooked onto those now used by the post F.

Having thus fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

The combination and arrangement of the plates A A, tow-iron C, lever B, and spring E, held together by the post F and pivots 1 and 2, substantially as described.

JOHN H. CARR.

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