

F. CLEMENS.

Whiffletree.

No 57,867.

Patented Sept 11, 1866.

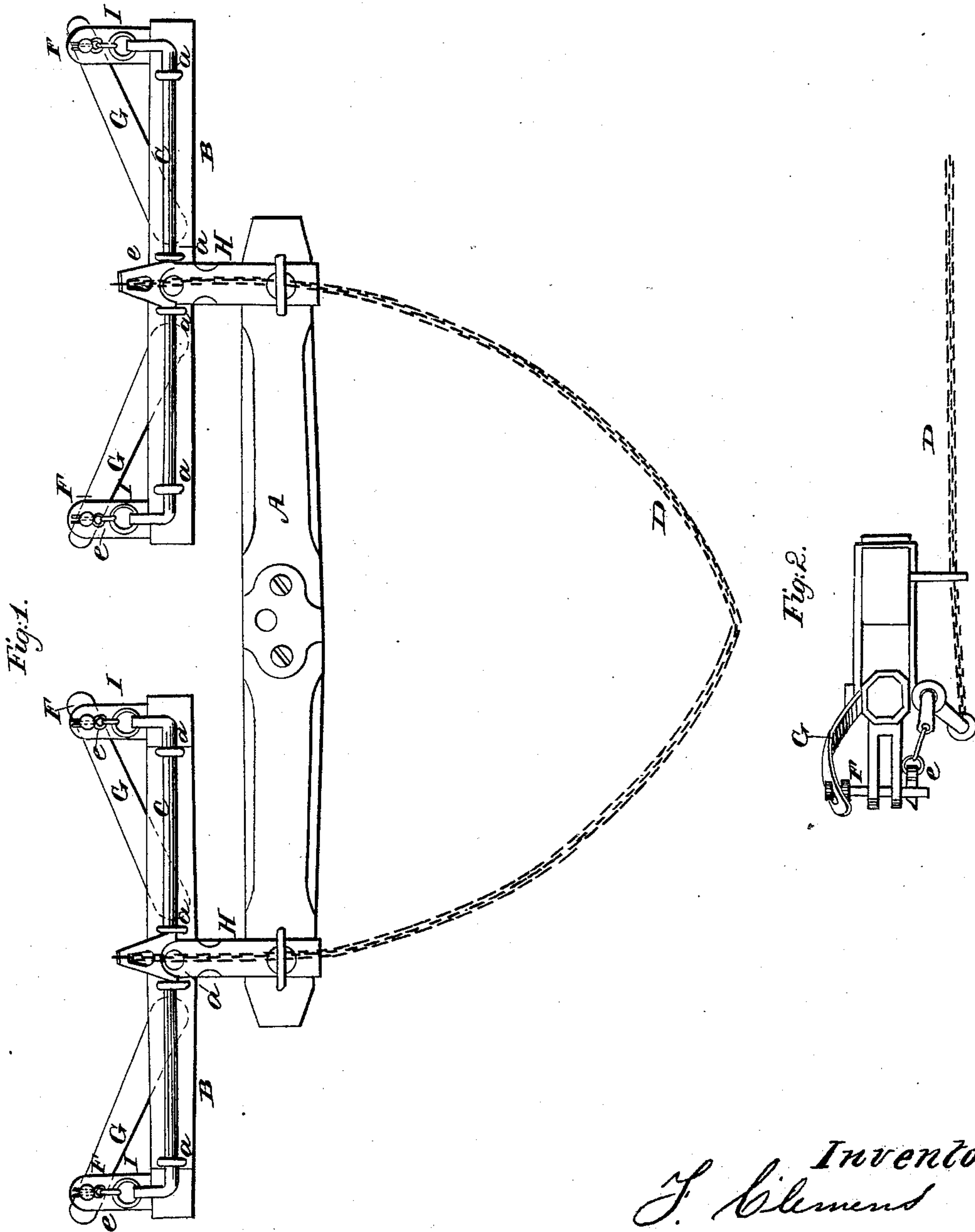


Fig. 1.

Fig. 2.

Witnesses.

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# UNITED STATES PATENT OFFICE.

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## IMPROVEMENT IN WHIFFLETREES.

Specification forming part of Letters Patent No. 57,867, dated September 11, 1866.

*To all whom it may concern:*

Be it known that I, FRANK CLEMENS, of La Fayette, in the county of Tippecanoe and State of Indiana, have invented a new and Improved Whiffletree; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, forming part of this specification.

This improvement consists in the combination of a spring and pin with a clevis or strap, having for its object a means of detaching the horse or horses from the vehicle in case they become unmanageable and likely to peril and jeopardize the lives of the occupants of the carriage.

It is well known that it is often the case that horses attached to carriages become unmanageable from fright or other causes, and endanger the vehicle and lives of the occupants, and, being provided with no means of detaching the horses from the carriage, the driver, as well as others that may be in the carriage, have no means of extricating themselves from the imminent danger and misfortune to which they are subjected; but by my invention all the danger to which persons are daily subjected is obviated, as the horses can at once be detached from the vehicle by a convenient and simple device at the hand of the driver.

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

Figure 1 is a top-plan view of my improved whiffletree. Fig. 2 is a side elevation of the same.

Letters of like name and kind refer to like parts in each of the figures.

A represents the evener, made of wood and of common construction, which is attached to the rear end of the pole of a carriage or other vehicle.

B B is the whiffletree, which is also made of wood in the ordinary manner, upon the top of which are attached four eyes, (represented by *a a a a*,) through which a crank-shaft, C, passes. The crank in the said shaft is at its center, and to it is connected a chain or rope,

D. At the ends of the said shaft are formed levers that project out at right angles from the line of the shaft, to which they are connected by jack-keys *e e*, that pass through eyes in the ends of the pins F F. These pins F are attached to steel springs G G, that are secured to the whiffletree at or near the center and extend to the end and front of the whiffletree.

This whiffletree is secured to the evener by means of a strap passing around the ends of the evener and projecting out in front to a distance sufficient to receive the whiffletree between the straps, as seen at H in Fig. 1.

At the respective ends of the whiffletree are also straps I I, the ends of which project out in front, for the purpose of receiving the cockeye of the tug of the harness.

O is a plate of metal secured to the middle of the evener, through which the hammer-bolt passes to secure the whiffletree to the pole and carriage.

The operation of this improvement is simple, easy, and effective, and consists in placing the cockeyes of the harness between the ends of the straps I I, and inserting the pins F F into the holes in the ends of the said straps I I, and the key *e* is then introduced through the hole in the end of the said pin F, and the team is then fast to the carriage. The rope or chain D is then brought up to the hand of the driver, or at some convenient point within his reach.

Now, in case the team becomes fractious and unmanageable, and the vehicle and occupants in danger, the driver, by a sudden pull on the chain or rope D, which is attached to the crank-shaft C, the ends of which are attached by a link or jack chain to the keys *e*, can instantly withdraw said keys *e e*, and by the action of the springs G G the pins F are suddenly drawn out, and the team is at once detached from the carriage, at the same time leaving the whiffletree attached to the carriage, thus avoiding the casualties attending the running away of the team.

Devices of various kinds have been introduced for detaching the whiffletree with the

team from the carriage, but are attended with great danger of the horses injuring themselves by the whiffletree coming in contact with their legs and other parts of their bodies during their flight.

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

The crank-shaft C, springs G G, and pins F F, in combination with straps I I and whiffletree B, for the purposes and substantially as described.

FRANK CLEMENS.

Witnesses:

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