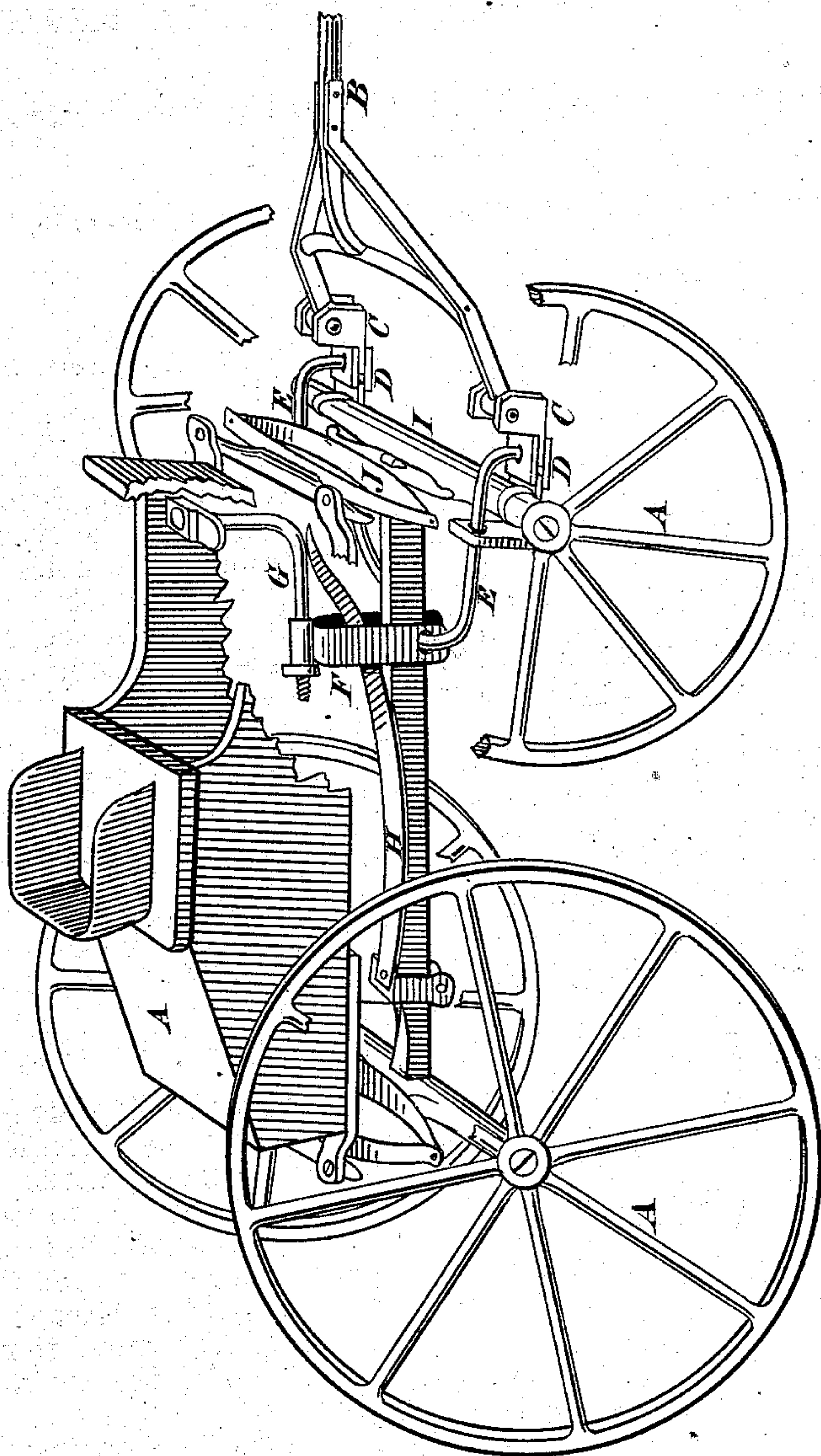


P. ARNOLD.
Horse-Detachers.

No. 158,774.

Patented Jan. 19, 1875.



WITNESSES.

Frank Pardon.
Charles Svetner.

INVENTOR.

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UNITED STATES PATENT OFFICE.

PHILIP ARNOLD, OF ELIZABETHTOWN, KENTUCKY.

IMPROVEMENT IN HORSE-DETACHERS.

Specification forming part of Letters Patent No. **158,774**, dated January 19, 1875; application filed December 4, 1874.

To all whom it may concern:

Be it known that I, PHILIP ARNOLD, of Elizabethtown, in the county of Hardin and State of Kentucky, have invented a certain new and useful Invention or Improvement in Safety Attachments for Carriage - Tongues; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings forming part of this specification.

The drawing is a perspective view of a carriage with a part of the body left out in order to show the several devices used for attaching and detaching the tongue.

This my invention relates to a novel arrangement of devices for preventing accidents to carriages, wagons, or other similar vehicles by detaching the tongue from the carriage in cases where the horses have become frightened, or unmanageable from any other cause, to such an extent as to render it dangerous for those who occupy them.

The invention consists in securing the shafts or tongue of a vehicle to the axle by couplings, the connecting-pins of which can be withdrawn and the tongue and axle released by a treadle within the reach of the driver, as hereinafter specified and claimed.

In the drawing, A A A is the carriage or buggy, all of which may be made in any of the known forms. B is the tongue or shafts. C C are small plates, hinged to the ends of the tongue by means of raised lugs at the corners in front, while the back ends terminate in a plain flat plate, so made as to slip between the jaws of the stationary clip-plates on the axle. D D are these stationary clip-plates, all of which are made in form as shown in the drawings, and secured to the axle by means

of clips, in the usual manner. These last-named clip-plates are made with flat jaws in front, to correspond in width and thickness with the hinged piece on the end of the shaft, which slips between them, and is held in position by means of the operating-pins dropping down through the holes made in both parts. E E are the operating-pins, all of which are made as shown in the drawing, and held in their places by passing through the turned-up ends of the clip-plates D D on the axle, while the other ends enter the jaws of a small clevis-piece, made to span the coupling-bar of the carriage, and also the spring H. F is this last-named clevis-piece. G is the treadle for operating the device, which is made as shown in the drawings, and is secured to the clevis G by passing through a boss on the top. H is a spring for replacing the treadle after being pressed down in operating the machine. I is the axle, and J is the spring, of the carriage.

Having thus fully described the nature and object of this my invention, its operation in cases of emergency is simply that of pressing down the treadle G, which raises the end of the pins E E out of their places and detaches the tongue or shafts, and thereby permits the horses to go free without injury to the carriage or its occupants; therefore

What I claim as new, and desire to secure by Letters Patent, is—

In a device for detaching horses from vehicles, the combination of the spring-clevis F H, treadle G, and pins E with the couplings C D of the tongue or shafts, substantially as and for the purpose specified.

PHILIP ARNOLD.

Witnesses:

FRANK PARDON,
CHARLES SWETNER.