

J. V. ERICSON.
HORSE DETACHING DEVICE.

No. 179,544.

Patented July 4, 1876.

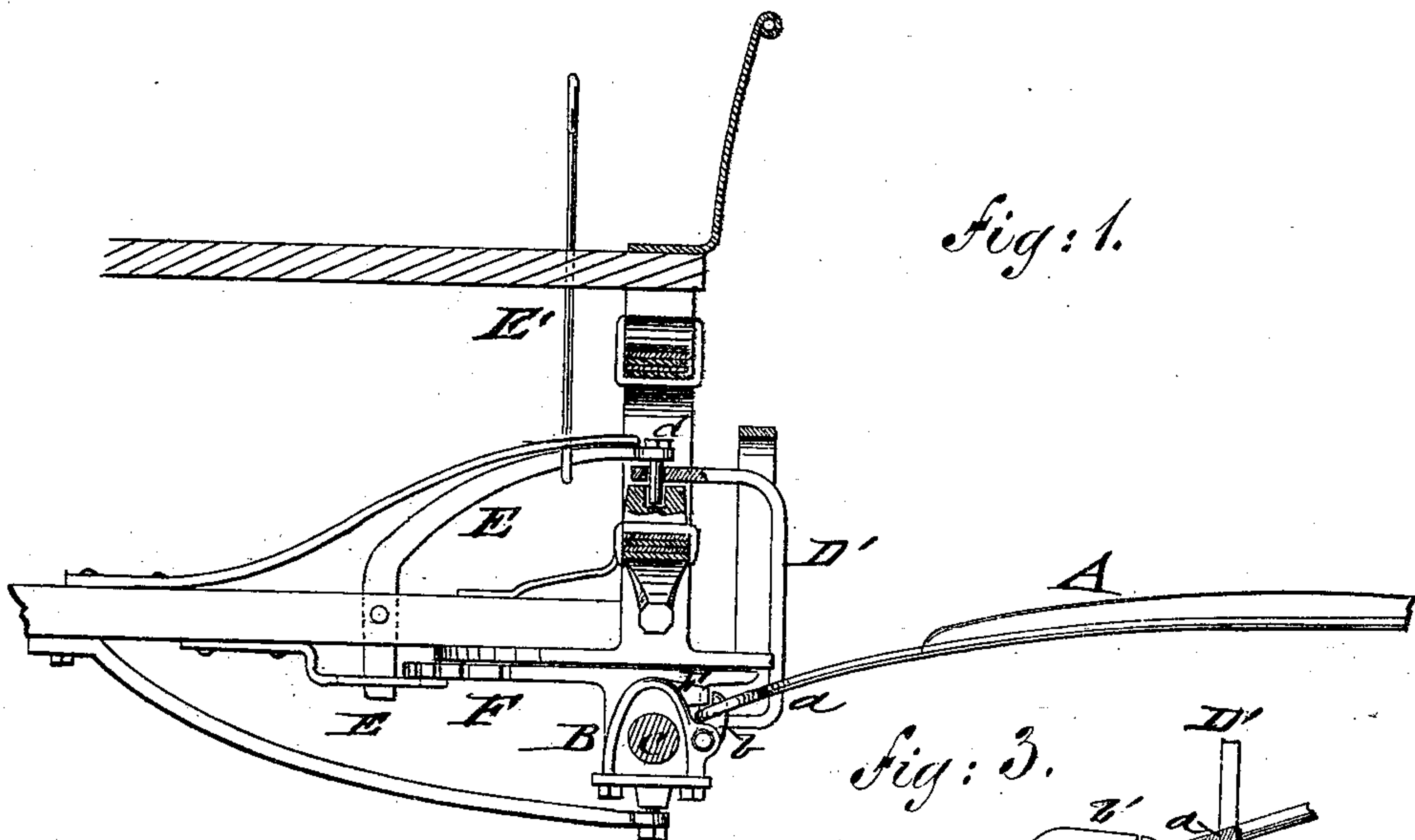


Fig: 1.

Fig: 3.

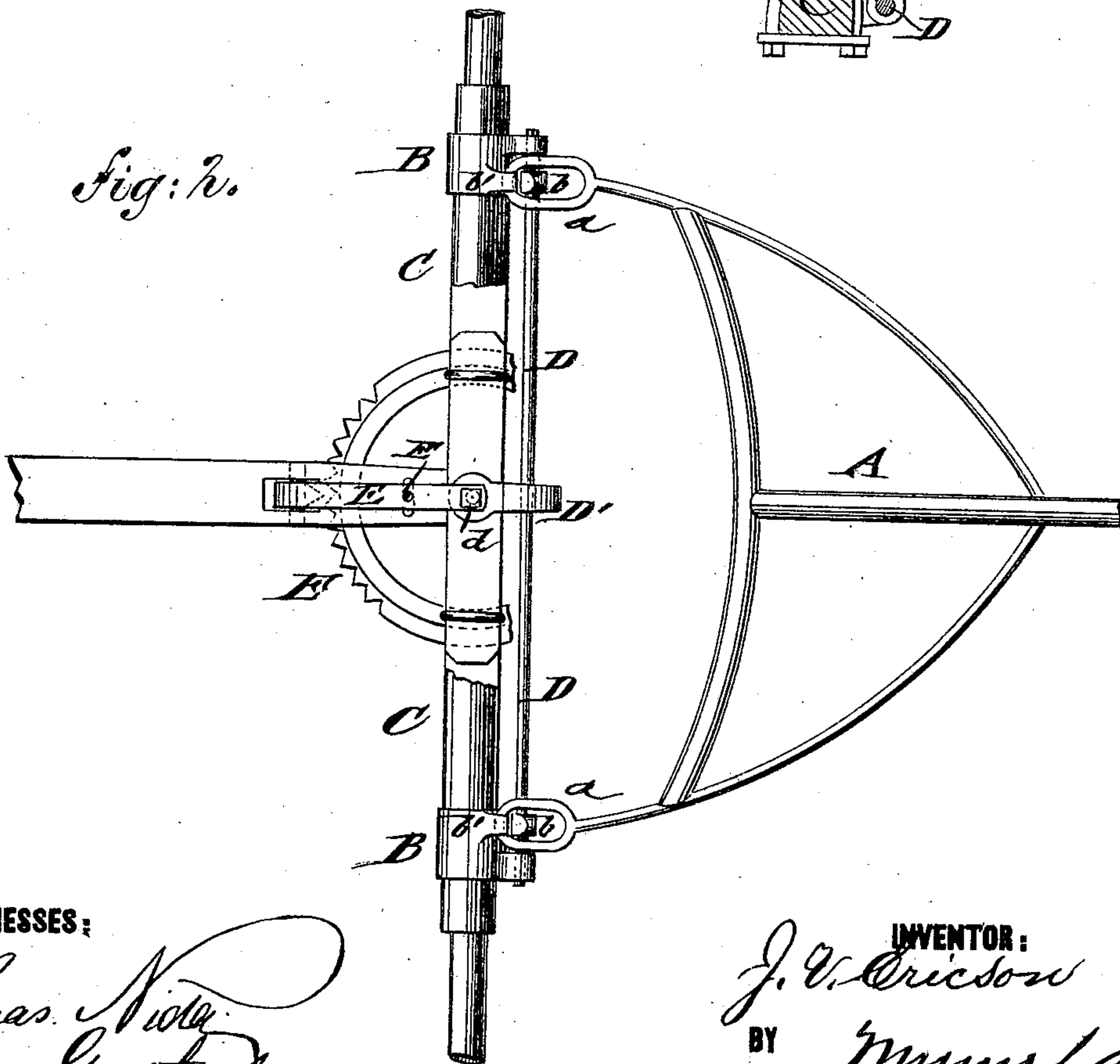
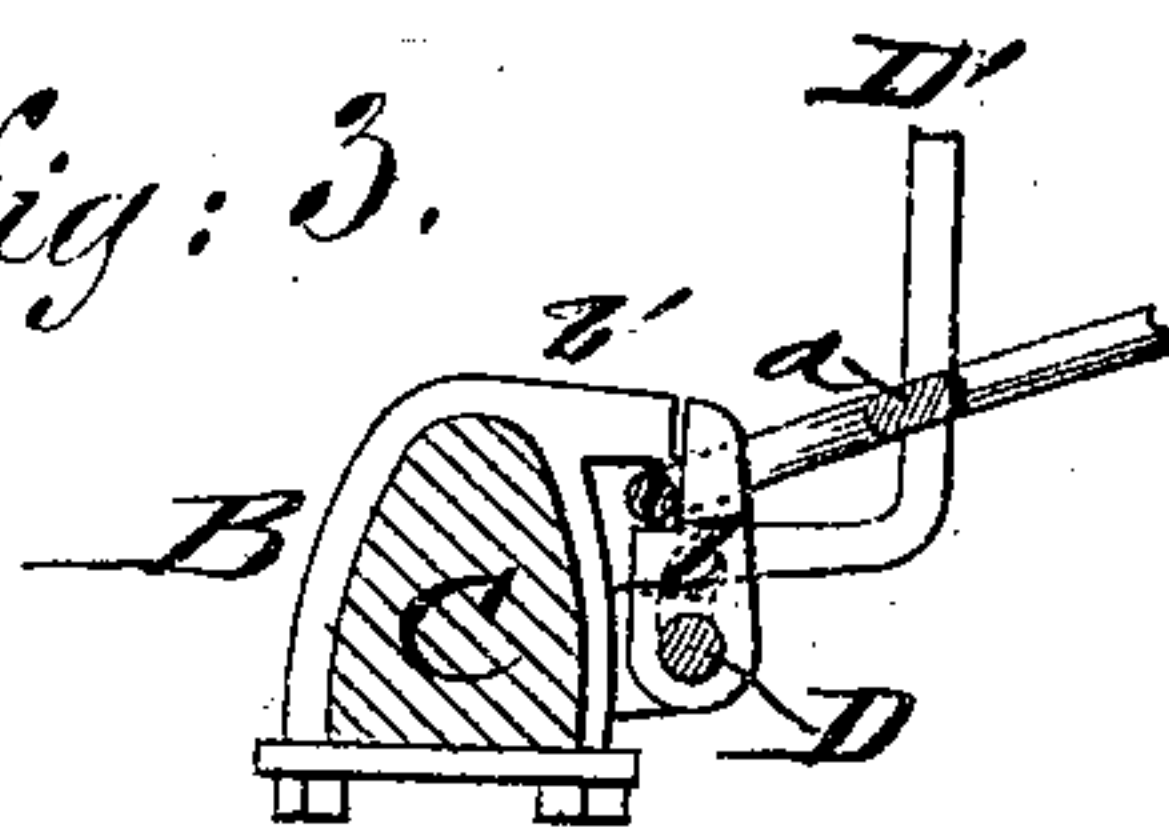


Fig: 2.

WITNESSES:

Chas. N. V. Ericson
John Goethals

INVENTOR:

J. V. Ericson
BY *Mumford*

ATTORNEYS.

UNITED STATES PATENT OFFICE.

JOHN V. ERICSON, OF ESCANAWBA, MICHIGAN, ASSIGNOR TO HIMSELF
AND GEORGE ENGLISH, OF SAME PLACE.

IMPROVEMENT IN HORSE-DETACHING DEVICES.

Specification forming part of Letters Patent No. 179,544, dated July 4, 1876; application filed
April 25, 1876.

To all whom it may concern:

Be it known that I, JOHN V. ERICSON, of Escanawba, in the county of Delta and State of Michigan, have invented a new and Improved Horse-Detaching Device, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a sectional side elevation of my improved device for detaching horses; Fig. 2, a top view of the same, and Fig. 3 a detail sectional side view of the shaft-locking part.

Similar letters of reference indicate corresponding parts.

My invention relates to an improved device for detaching horses from the wagon or carriage in case of danger, which device causes also the carriage to run in straight direction after the horses are detached to prevent upsetting.

The invention consists of the shaft-bar, that is locked to the axle by swinging fingers and clips, and a central yoke part, which is retained by a stop-pin until released by a connecting rod or chain. The pin-carrying arm is fulcrumed to the reach, and extended below the same to lock into the notched or toothed fifth-wheel of the carriage.

In the drawing, A represents the shaft or pole of the carriage, which is connected by link-shaped bow ends *a* to clips B of the front axle C. The clips B carry a pivot-rod, D, with fixed fingers or lugs *b*, that form intimate contact with shoulders *b'* of the clips, providing a recess, into which the link ends of the shaft are inserted and locked by swinging up the fingers. The swinging rod D is connected by a fixed center yoke, D', with a pin, *d*, at the end of a spring-acted arm, E, that is fulcrumed to the reach, so as to admit the swinging of the pin end, and its locking or releasing of the perforated end of the yoke D'. The swinging arm E is operated by a rope, chain, or rod, E', that passes up through the

bottom of the carriage-body to the driver's seat, and admits the instant withdrawal of the pin-arm, and release of the yoke and shaft, in case of kicking or running away of the horses or other danger. The draft on the locking-fingers of the clips causes the downward swinging of the fingers and the detaching of the shaft with the horses. The fulcrumed pin-arm E is extended below the reach, and brought simultaneously with the detaching of the shaft by the raising of its upper part into the notched or toothed bearing-rail F of the fifth-wheel. The pin-arm acts thereby as a pawl or stop to the fifth-wheel, and produces the locking of the same, and consequently the forward motion of the carriage in straight direction without danger of upsetting by the swinging over of the axle.

The detaching rod or chain is held stretched to retain the axle in locked position until the carriage arrives at a point of rest.

Thus, not only the danger from runaway or unruly horses, but also accidents from the upsetting of the carriage, are avoided by a device of simple and cheap construction.

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

1. The shaft A, connected with front axle by a bow having end links *a*, and clips having shoulders *b'*, in combination with a pivot-rod, D, yoke D', pin *d*, the spring-arm E, and the rod E', substantially as and for the purpose specified.

2. The combination of the operating chain or rod, pivoted and spring-acted pin-arm, and toothed bearing-rail of fifth-wheel, to produce straight motion of carriage when the horses are detached, substantially as specified.

JOHN V. ERICSON.

Witnesses:

EMANUEL NELSON,
EMIL GLASER.