

C. M. SLYH & B. E. CARPENTER.
Horse-Detacher.

No. 215,685.

Patented May 20, 1879.

Fig. 1.

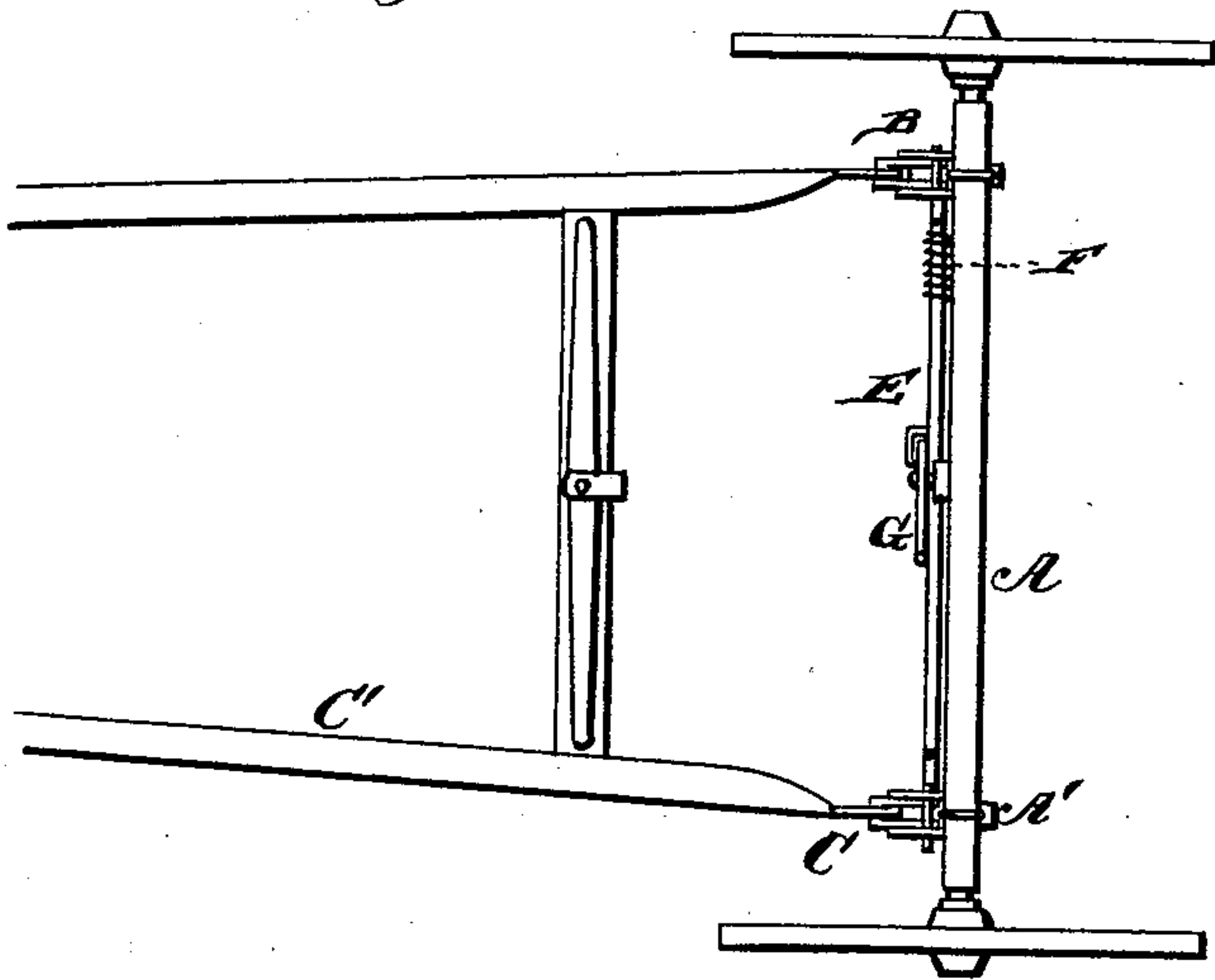
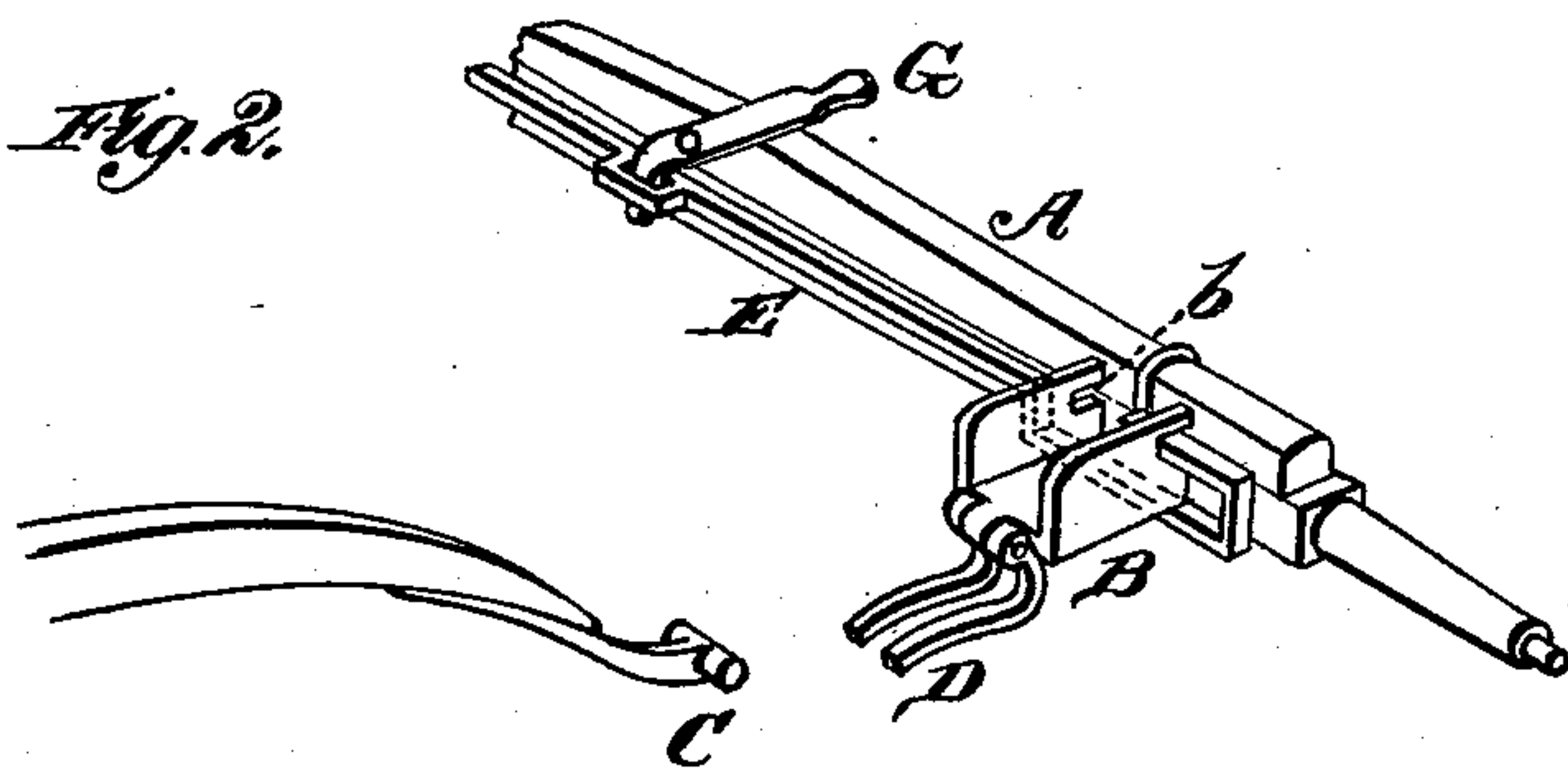


Fig. 2.



WITNESSES

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By

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UNITED STATES PATENT OFFICE.

CHARLES M. SLYH AND BURR E. CARPENTER, OF PLAIN CITY, OHIO.

IMPROVEMENT IN HORSE-DETACHERS.

Specification forming part of Letters Patent No. **215,685**, dated May 20, 1879; application filed March 29, 1879.

To all whom it may concern:

Be it known that we, CHARLES M. SLYH and BURR E. CARPENTER, of Plain City, in the county of Madison and State of Ohio, have invented certain new and useful Improvements in Horse-Detachers; and we do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a plan of our horse-detacher, and Fig. 2 is a perspective detail view of the same.

Our invention relates to a device for releasing runaway horses from the vehicle to which it is attached, the novelty consisting in a thill-coupling and its connections, the construction and arrangement of which will be more fully hereinafter set forth.

In carrying out our invention we employ the ordinary clips for the attachment to the axle of a socket, which receives the T-shaped end of the thills. Pivoted to the outer or forward portion of this socket is a bifurcated or jawed clutch, which embraces the shank of the T-shaped thill, and a sliding rod along the front of the axle serves to lock the clutch down. This rod is held in connection with the clips by the constant force of a spiral or other spring, and is operated or withdrawn by a lever pivoted to the axle, a strap or cord from which leads up to the driver.

When the horse becomes unmanageable and

danger is imminent, the driver pulls the strap, which, turning the lever upon its pivot, withdraws the lock-rod and releases the thills, as is obvious.

Referring to the drawings, A represents the forward axle of a vehicle, to which is ordinarily secured the thill-coupling by clips A'. The coupling in this case consists in an open socket, B, which receives the T-shaped end C of the thills C', and to its forward or outer edge is hinged a bifurcated or forked cap, D, which embraces the shank of C, as shown.

The sockets B are provided with holes b, which receive the locking ends of a rod, E, which is held in a locked position by the constant force of a spring, F.

A lever, G, is pivoted to the axle, and a strap leads therefrom to the driver. By means of this lever the force of the spring is overcome and the lock-bar withdrawn, and the thills are released by the disengagement of the jawed cap.

We claim—

The sockets B, having holes b, the hinged forked cap D, and thills C C', in combination with the lock-bar E, spring F, and lever G, as and for the purposes set forth.

In testimony that we claim the above we have hereunto subscribed our names in the presence of two witnesses.

CHARLES M. SLYH.
BURR E. CARPENTER.

Witnesses:

THOMAS DAILY,
WESLEY CARPENTER.