

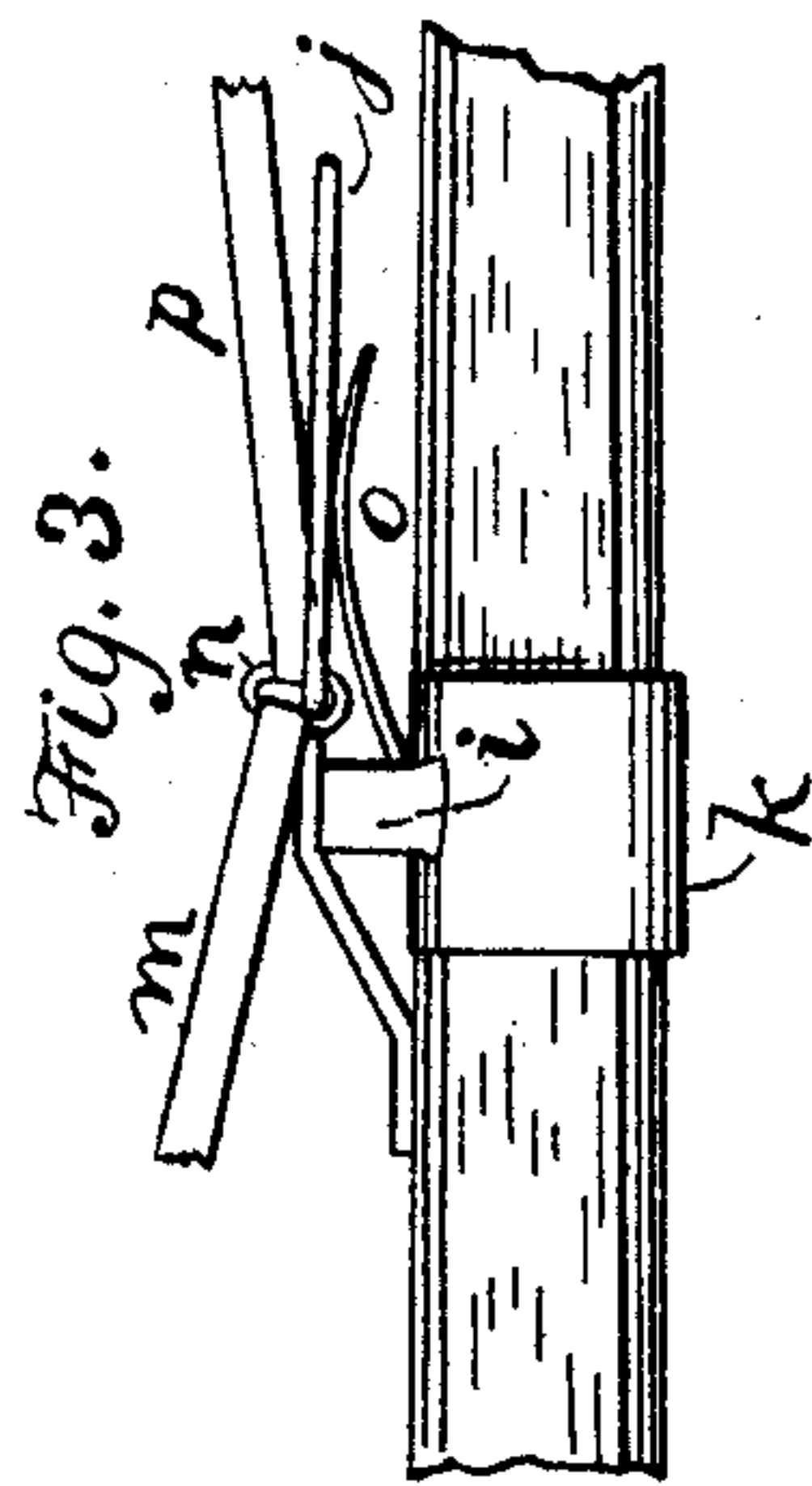
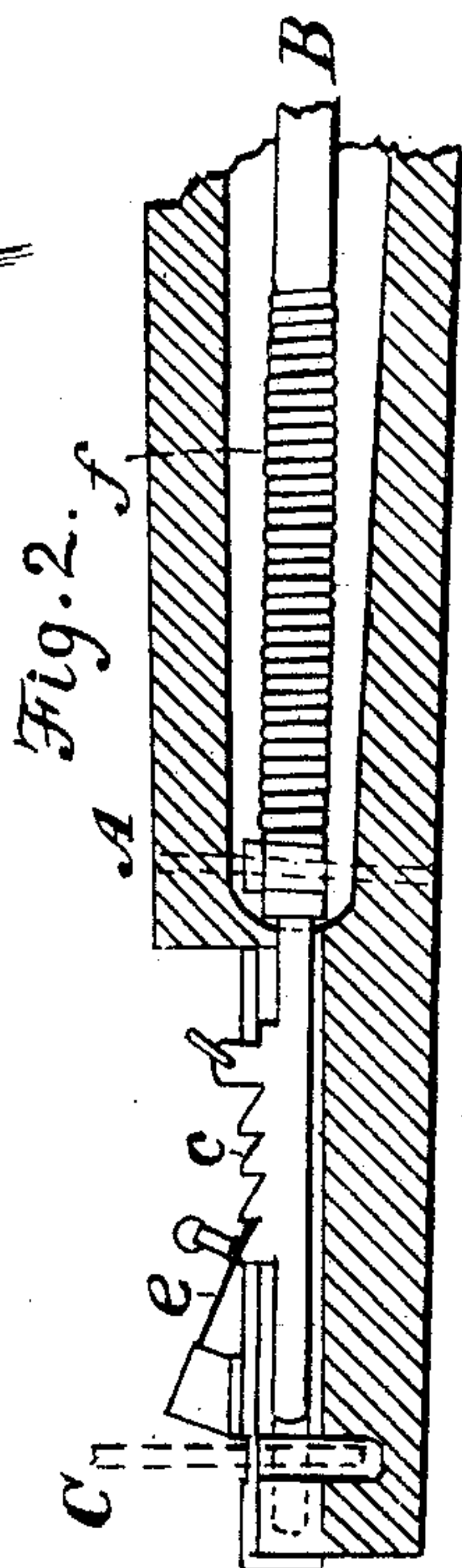
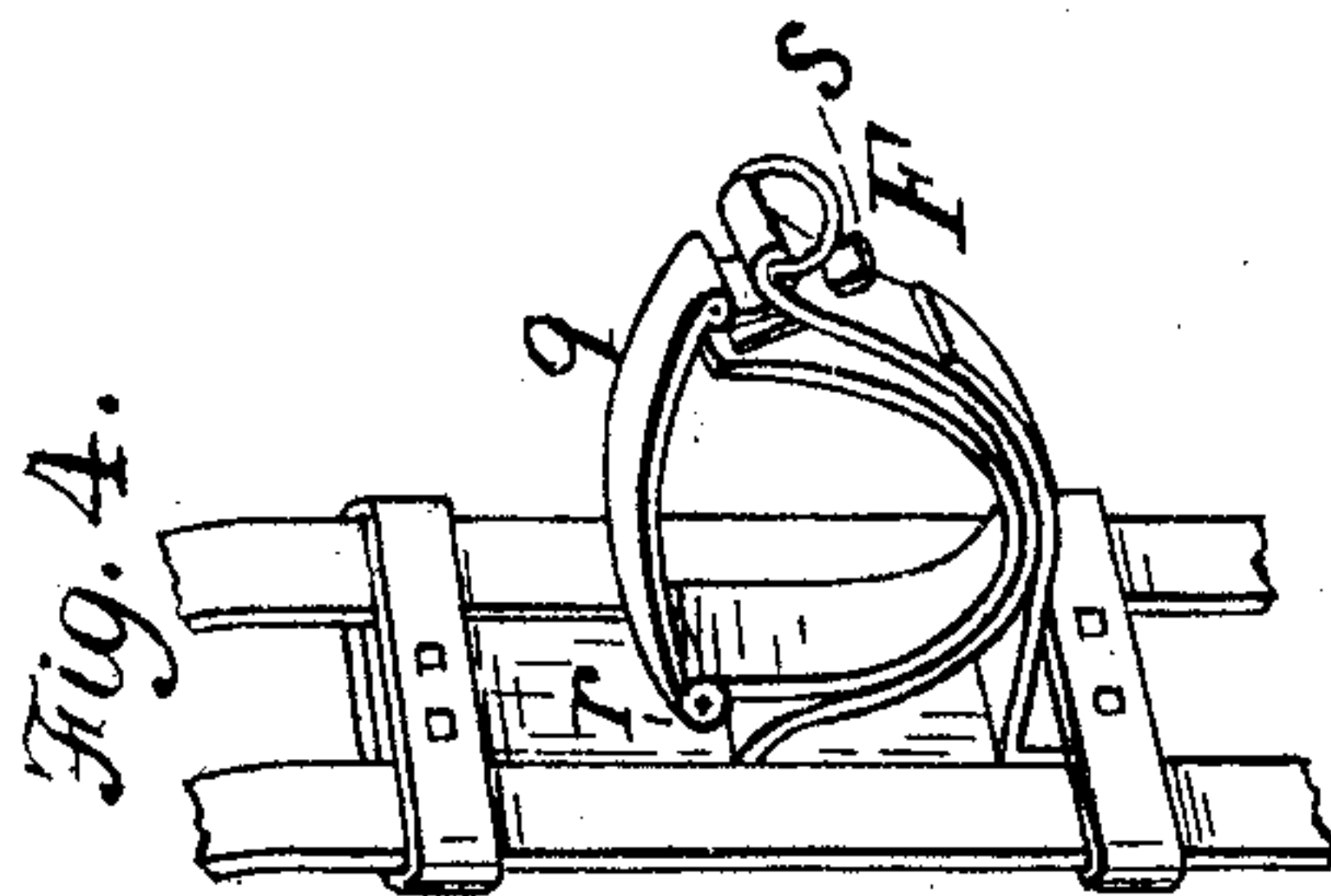
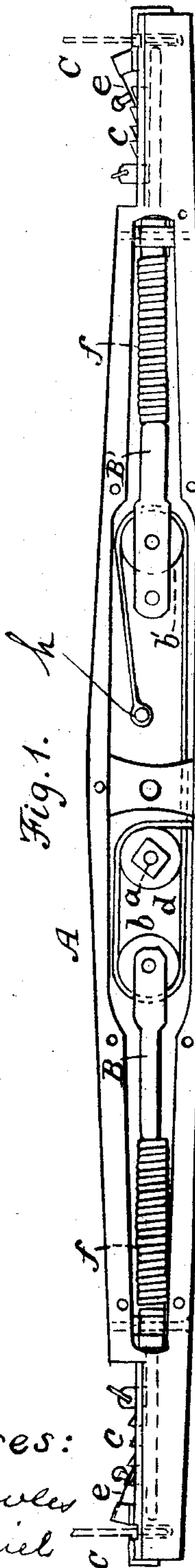
No. 628,956.

Patented July 18, 1899.

J. ORTEIG.
HORSE DETACHER.

(Application filed Sept. 22, 1898.)

(No Model.)



Witnesses:
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UNITED STATES PATENT OFFICE.

JEAN ORTEIG, OF PHOENIX, ARIZONA TERRITORY.

HORSE-DETACHER.

SPECIFICATION forming part of Letters Patent No. 628,956, dated July 18, 1899.

Application filed September 22, 1898. Serial No. 691,582. (No model.)

To all whom it may concern:

Be it known that I, JEAN ORTEIG, a citizen of the United States, residing at Phoenix, in the county of Maricopa and Territory of Arizona, have invented certain new and useful Improvements in Horse-Detachers; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to devices for readily detaching a horse from a vehicle in case he starts suddenly and becomes uncontrollable; and the invention consists in certain improvements in such devices, as hereinafter described and claimed.

In the accompanying drawings, Figure 1 represents a plan view of a hollow whiffletree, the top plate being removed to show the interior. Fig. 2 is a sectional view of part of the whiffletree. Fig. 3 represents a device for releasing the harness from the shafts. Fig. 4 represents one of the side loops or sockets connected with the harness for supporting the shafts.

Referring to the drawings, A designates a hollow whiffletree, in which are mounted two rods or bolts B and B', which are intended to connect at their outer ends with the harness-tugs C. The inward ends of the rods B B' are constructed to carry pulleys, the rod B having a pulley b connected with it, and a pulley b' being connected with the rod B'. A pulley d is mounted on an axle-pin a, near the center of the whiffletree, as shown. The outer ends of the rods B B' rest in grooves or slots made in the ends of the whiffletree, and each rod, near its outer end, has ratchet-teeth c projecting laterally therefrom, a spring-catch e being secured to the whiffletree and adapted to connect with said ratchet-teeth. On each of the rods B B' is a spiral spring f, which is constructed and attached to press the rod outward and hold it in connection with a tug of the harness.

g indicates a cord, one end of which is attached to a fixed pin h near the center of the whiffletree. This cord is passed from the pin

h to and about the pulley b', from which said cord is passed to and about the pulley b and from thence to and about the pulley d, from which said cord is extended from the whiffletree to be within reach of the driver.

Each of the shafts of the vehicle has a ferrule k secured thereto, as seen in Fig. 3. This ferrule has a short arm i, which carries a rod j, which extends forward a short distance. A strap m, forming a holdback, is connected with the breeching of the harness and also with a ring n, which is placed loosely on the rod j. A small spring o, connected with the arm i, serves to retain the ring n in place while the tugs C are connected with the whiffletree; but when the tugs are released, the ring being pulled forward by a release-strap p, the spring o readily yields and the holdback-strap becomes detached from the thill. These straps p, connected with the rings n, are also connected with the back-strap of the harness. They are made to be somewhat slack, so that they will not pull the rings forward until the tugs are released.

F indicates a shaft loop or socket which is constructed of metal and is usually provided with a covering of leather, one of these sockets being secured to the harness on each side in the usual position to receive a shaft of the vehicle. Each of the sockets has a top piece q, which is hinged at r, so that it may be raised to receive or remove the shaft. A spring s serves to keep the socket closed. The metallic socket is adapted to hold the shaft in place and at the same time allow the shaft to be instantly withdrawn when the tugs are released, there being no liability of its binding on the shaft, as when leather loops are employed.

When the harnessed horse makes a sudden start and it is desired to detach him from the vehicle, the driver pulls the cord g. The rods B B' being loosely mounted, so as to be movable endwise, are both drawn inward, thus releasing the tugs C, and the horse running forward draws the slackened straps p, the springs o yielding readily as the rings n are pulled from the rods j, and the sockets F are instantly detached from the shafts by the forward movement.

I claim—

1. In horse-detaching apparatus, the com-

5 bination with a whiffletree, adapted for connection with the tugs of a harness, of two rods loosely mounted in said whiffletree, two pulleys, one of which is carried by each of said rods, a pulley mounted in and connected with said whiffletree, springs adapted to shoot said rods outward and a cord having one end connected with said whiffletree, and so passed about said pulleys that by drawing said cord 10 said rods may be drawn inward, substantially as and for the purposes described.

2. The combination with a hollow whiffletree, adapted for connection with the tugs of a harness, of two rods provided with springs, 15 said rods being loosely mounted in said whif-

fletree and provided with ratchet-teeth near their outer extremities, two pulleys, one being carried by each of said rods, a pulley \mathcal{C} , mounted in said whiffletree, spring-catches secured to said whiffletree and adapted to connect with said ratchet-teeth, and a cord connected with said whiffletree and passed about said pulleys, substantially as and for the purposes described. 20

In testimony whereof I have affixed my signature in presence of two witnesses. 25

JEAN ORTEIG.

Witnesses:

PHILIP K. HICKEY,
PERRIN L. KAY.