

No. 772,475.

PATENTED OCT. 18, 1904.

F. M. PEARSON & J. A. HORNSBY.
TEAM DETACHING DEVICE.

APPLICATION FILED AUG. 2, 1904.

NO MODEL.

2 SHEETS—SHEET 1.

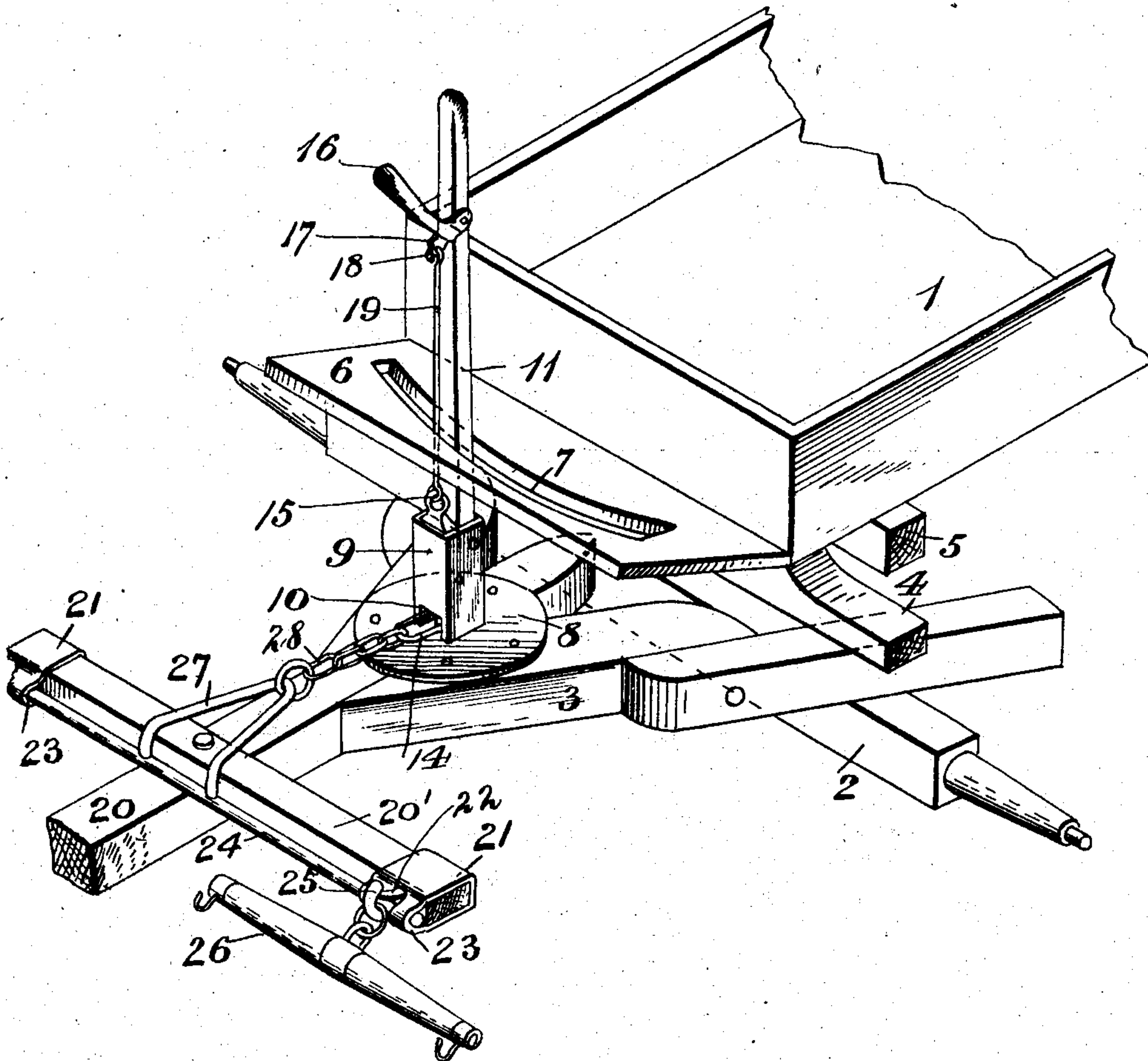


Fig. 1.

Witnesses
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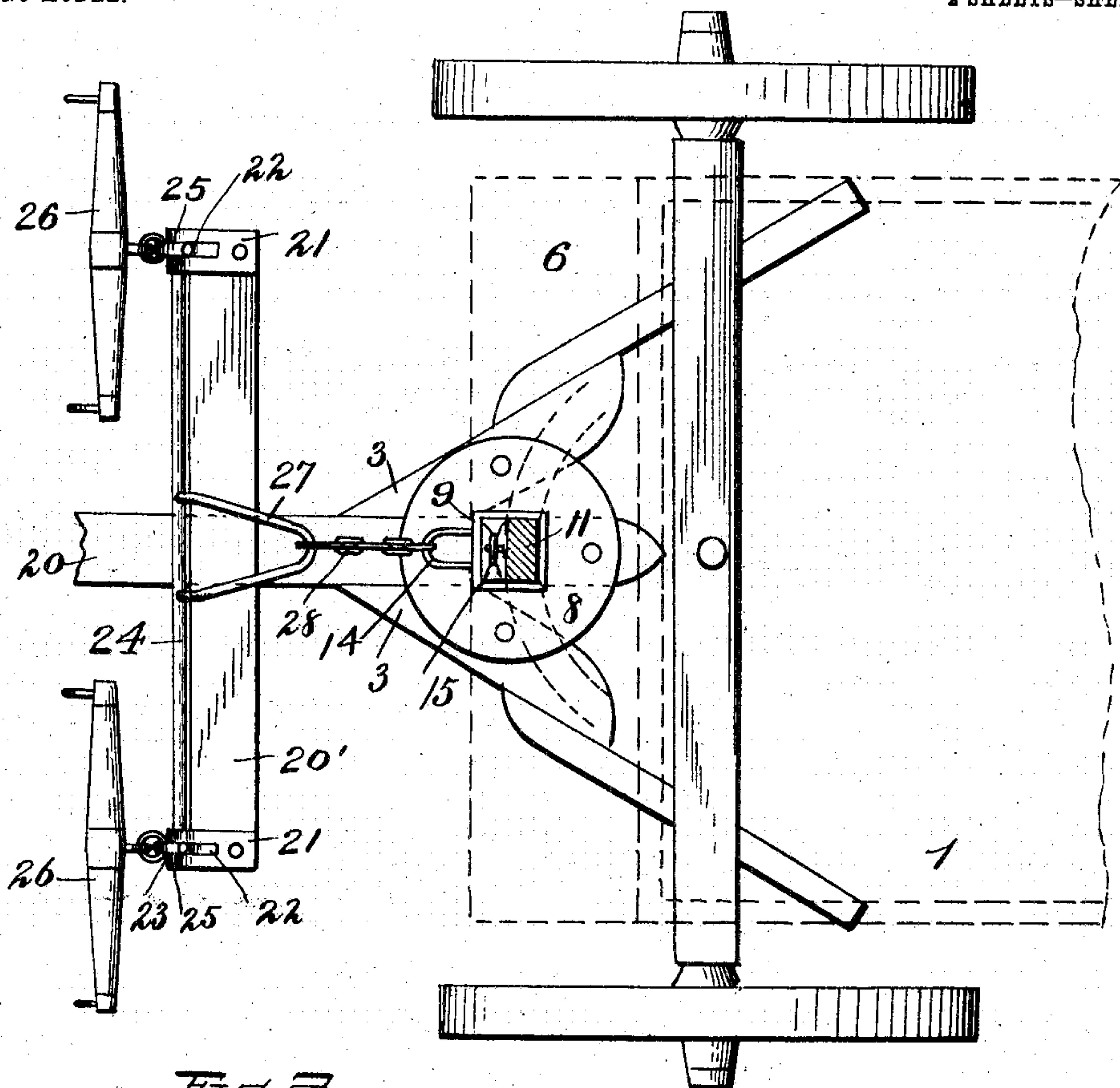


Fig. 2.

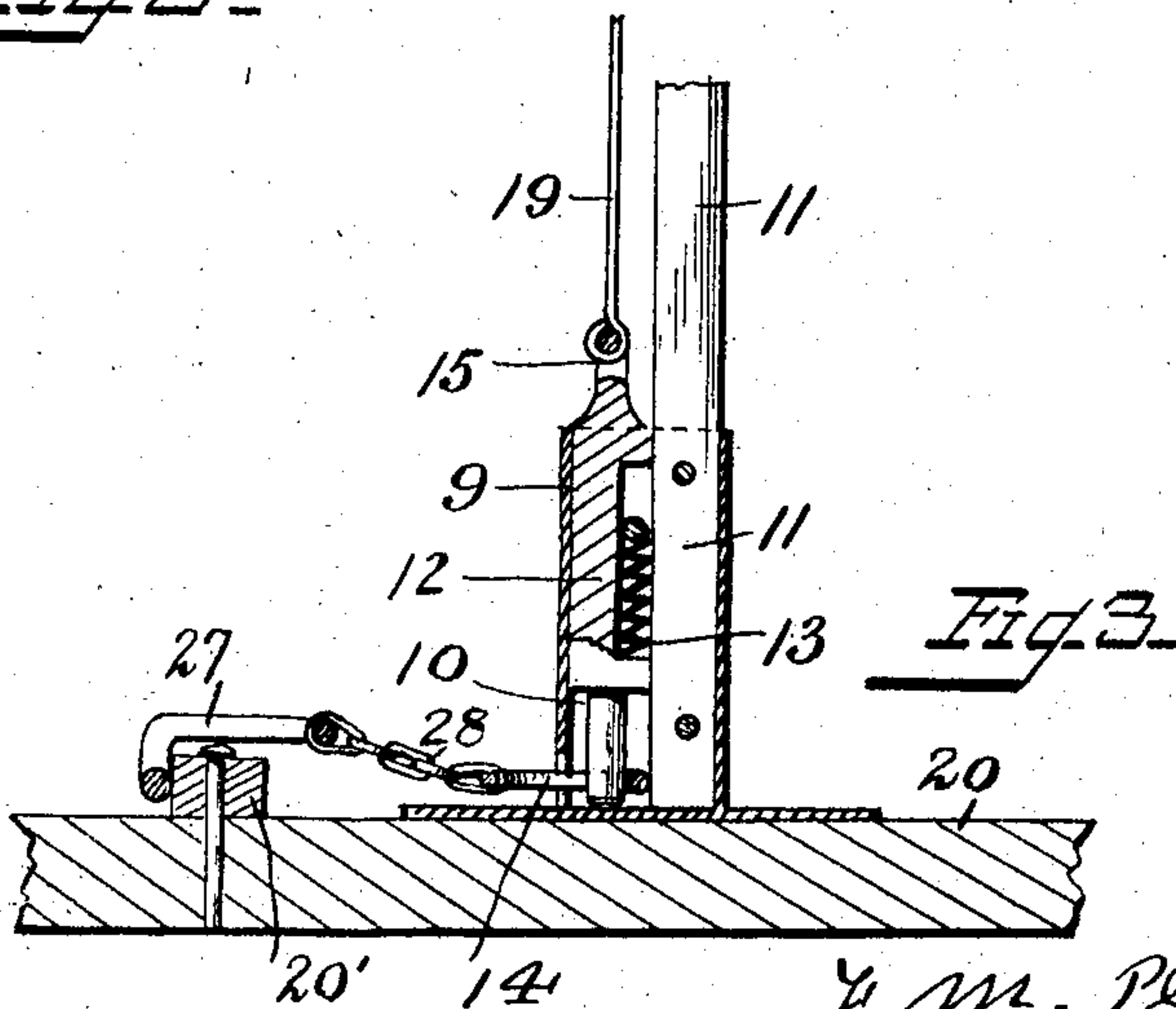


Fig. 3.

Witnesses

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UNITED STATES PATENT OFFICE.

FRANK M. PEARSON AND JOHN A. HORNSBY, OF DALARK, ARKANSAS.

TEAM-DETACHING DEVICE.

SPECIFICATION forming part of Letters Patent No. 772,475, dated October 18, 1904.

Application filed August 2, 1904. Serial No. 219,218. (No model.)

To all whom it may concern:

Be it known that we, FRANK M. PEARSON and JOHN A. HORNSBY, citizens of the United States, residing at Dalark, in the county of Dallas and State of Arkansas, have invented new and useful Improvements in Team-De-
 5 attaching Devices, of which the following is a specification.

Our invention is a team-detaching device, and is an invention that may be applied to any kind of a vehicle drawn by any kind of an animal or power that may be attached to the front part of the vehicle; and it consists in a combination of mechanical parts whereby the
 10 team or other power may be detached from the vehicle by the driver.

In the accompanying drawings, Figure 1 is a perspective view of our invention as attached to the front end of a vehicle. Fig. 2
 20 is a top plan view. Fig. 3 is a detail sectional view showing the lever device and the means for releasing the swingletrees.

Our invention is described as follows:

In the accompanying drawings the numeral
 25 1 is a perspective view of the body of a vehicle; 2, the axle; 3, the hounds; 4, the stationary bolster; 5, the swinging bolster; 6, the slotted extension footboard. In this footboard the slot 7 represents the arc of a circle
 30 cut from the king-bolt center.

Secured on the upper face of the hounds and rear end of the tongue is a plate 8, and rising from this plate and secured thereto is an oblong box 9, having cut in its front face
 35 an opening 10. Secured in the rear part and rising from the upper end of said box is a shaft 11, which passes up through the slot 7 in the footboard 6. Working up and down in said box and in front of said shaft 11 is a
 40 lock-bolt 12, actuated and held down in place by a spiral spring 13. The lower end of said bolt is cylindrical and adapted to catch and hold a link 14. The upper end of said bolt extends a little above the upper end of said
 45 box 9 and is provided with an eye 15. Hinged to the said shaft 11 near its upper end and in easy reach of the driver is a lever 16, having extending from its front part an additional short lever 17, provided at its free end
 50 with a perforation 18. A rod 19 has its lower

end secured in the said eye 15 and its upper end in the said perforation 18.

Pivoted on the tongue 20 of the vehicle is a doubletree 20'. Secured on each end of said doubletree is an iron band 21, and extending
 55 from the front part of said iron band is a spring 22, which springs upwardly. Hinged in bearings 23, extending from the front part of said bands, is a rod 24, and to each end of this rod is rigidly secured a hook 25, in which
 60 hooks are hooked the rings of the swingletrees 26. The free ends of said hooks overlap the free ends of the springs 22, so that when said hooks are in proper position the swingletrees cannot be released. Rigidly secured to said
 65 rod 24 is a loop 27, the V end of which extends backwardly parallel with the tongue 20. In the V end of said loop 27 is secured one end of a chain 28, the other end of said chain bearing a link 29, which passes through the
 70 opening 10 of the box 9 and is caught by the lower end of the lock-bolt 12.

When we wish to release the team, we take hold of the upper ends of the shaft 11 and lever 16 and pull the lever close to the shaft.
 75 This raises the short lever 17, the rod 19, and the lock-bolt 12, and releases the link 14, and then the team pulling on the hooks 25 turns them forward and the swingletrees and team are released from the vehicle.
 80

It will be seen how easily and surely this invention works. In case of an accident, fright, or runaway the team may be immediately released, the lives of the occupants of the vehicle saved, and the vehicle itself escape
 85 injury.

This invention is described as being applicable to a wagon; but it is apparent that by slight changes in the construction of some of its parts it may be equally well applied to car-
 90 riages and buggies whether drawn by one or two horses.

Having described our invention, what we claim as new, and desire to secure by Letters Patent, is—
 95

1. In a vehicle, the combination of a plate 8, secured to the front end of the hounds; a box 9, secured to the upper face of said plate, and extending upwardly, and having in its front side an opening 10; a shaft 11, secured
 100

in said box, and extending up through a slot 7, in the footboard 8, of the vehicle; a lever 16, pivoted near the upper end of said shaft; a perforated short lever 17, extending from the front side of said lever 16; a lock-bolt 12, working up and down in the box 9; spring 13, operating said lock-bolt; rod 19, one end secured in the eye 15, and the other in the perforation 18; chain 28, one end secured to the V part of the loop 27, the other carrying a link 14, adapted to be caught by the lock-bolt 12; a doubletree 20', pivoted on the tongue of said vehicle; bands 21, secured on each end of said doubletree; springs 22, extending from the front side of said bands; a rod 24, rigidly secured to the loop 27, and journaled in bearings 23, of the said bands; hooks 25, rigidly secured to each end of said rod and extending upwardly, and over the ends of said springs 22, and swingletrees 26, their rings hooked in said hooks 25, substantially as shown and described and for the purposes set forth.

2. The combination of a box, secured to the front part of the running-gear of a vehicle, and having in its front face an opening; a lock-bolt, adapted to be worked up and down

in said box; a shaft, secured in said box and extending upwardly; a lever, pivoted to said shaft near its upper end, and adapted to move said lock-bolt up and down by means of a rod secured to said lever and said lock-bolt; a doubletree, pivoted in front of said box; springs, secured to each end of said doubletree, reaching forward and slightly upwardly; a rod, hinged to the front face of said doubletree; hooks, rigidly secured to each end of said rod, turning up, and over the free ends of said springs; a V-shaped loop, rigidly secured to said rod, its V part reaching back in the direction of said box; and a chain, having one end secured in the V part of said loop, the other carrying a link adapted to be caught by the lock-bolt, substantially as shown and described and for the purposes set forth.

In testimony whereof we affix our signatures in the presence of two witnesses.

FRANK M. PEARSON.
JOHN A. HORNSBY.

Witnesses:

JOHN L. ALSOBROOK,
ZACHRY J. LANTORN.