

G. B. FOUNTAIN & W. H. HOLMES.

Thill-Couplings.

No. 150,681.

Patented May 12, 1874.

Fig 1.

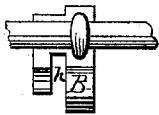


Fig 2.

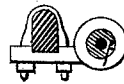


Fig 3.

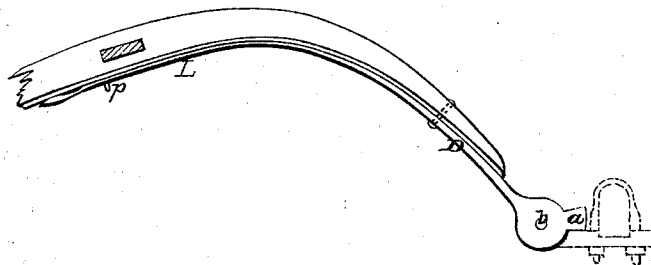
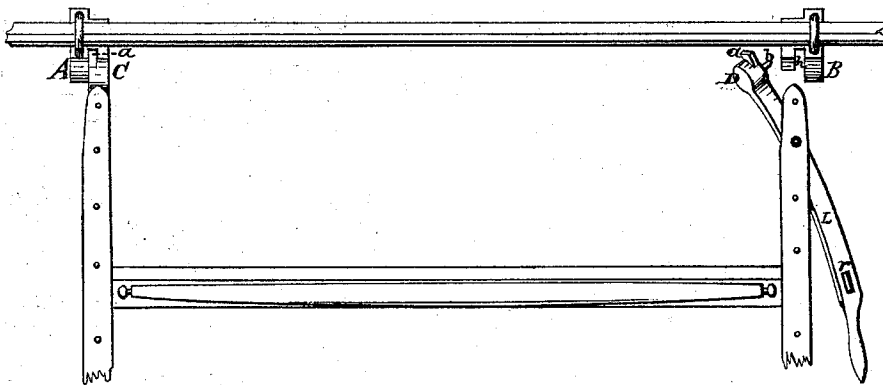


Fig 4.



Witnesses.

George Marsh
Chas. A. Dibble

Inventors.

Garret B. Fountain and
William H. Holmes
Per Otto L. Johnson
Att'y.

UNITED STATES PATENT OFFICE.

GARRETT B. FOUNTAIN AND WILLIAM H. HOLMES, OF MARSHALL, MICH.

IMPROVEMENT IN THILL-COUPPLINGS.

Specification forming part of Letters Patent No. **150,681**, dated May 12, 1874; application filed March 24, 1874.

To all whom it may concern:

Be it known that we, GARRETT B. FOUNTAIN and WILLIAM H. HOLMES, both of the city of Marshall, Calhoun county and State of Michigan, have invented a Thill or Pole Coupling, of which the following is a specification:

This invention relates to an improvement in that class of thill or pole couplings in which the end of the thill or pole is lowered to the ground in order to couple or uncouple with a carriage; and it consists in making a hole and recess in the head of that part of the thill-coupling rigidly connected with the axle, while that part of the rule-joint connected with the thill is provided with outwardly-projecting pins to fit into the holes, and a flange to fit into a recess in each axle-iron. One of the thill-irons, usually on the right-hand side, is made in the form of a lever pivoted to one side of the thill, so as to allow the coupling end to be moved sidewise to uncouple or couple.

In the drawing, Figure 1 is a plan view of a right-handed axle-iron. Fig. 2 is a side elevation of same, showing the rubber packing. Fig. 3 illustrates the position of the thill-iron for coupling or uncoupling. Fig. 4 is a plan view, showing one of the thill-irons coupled and the other in position for coupling.

The letters A and B represent that portion of the coupling attached to the axle with the ordinary carriage-clips. In the enlarged portion or head we drill a comparatively large hole nearly through to the outside to admit a section of rubber tubing, *f*, being inserted in each for bearings, and we make a recess, *h*, in each, (see Figs. 1 and 4,) for a purpose to be hereinafter explained. The heads of the thill-irons C D are formed to correspond with the heads of the axle-irons, and on the outside of

each we form pins *b b*, to work in the rubber bearings, and the end of each thill-iron is provided with a short flange, *a a*, on the outer edge, and is so formed on the head that, when the thill or pole is on the ground, the lower edge will have freedom to slide over the upper side of the axle-iron into place, after which we raise the thill from the ground, and proceed to lock the lever L to the thill by means of a thumb-catch, *p*, which passes through a rectangular hole in the handle end of the lever. A notch in the lever holds the thumb-catch from turning. To make a perfectly noiseless coupling, we interpose a rubber washer between the heads of the coupling.

In the application of this invention to a pole, we make the brace and pole iron in one piece, forming the necessary head on the end, and bolt both irons rigidly to the wood-work. For in a pole there will be sufficient spring to enable it to be coupled or uncoupled without using the lever. This change will lessen the expense of construction, and make a fine looking pole.

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

In a thill-coupling the axle-irons A B and the rubber packing *f*, in combination with the thill or pole irons C D and lever L, substantially as and for the purpose specified.

In testimony that we claim the foregoing we have hereunto set our hands this 19th day of March, A. D. 1874.

GARRETT B. FOUNTAIN.
WILLIAM H. HOLMES.

Witnesses:

GEORGE MARSH,
CHAS. A. DIBBLE.