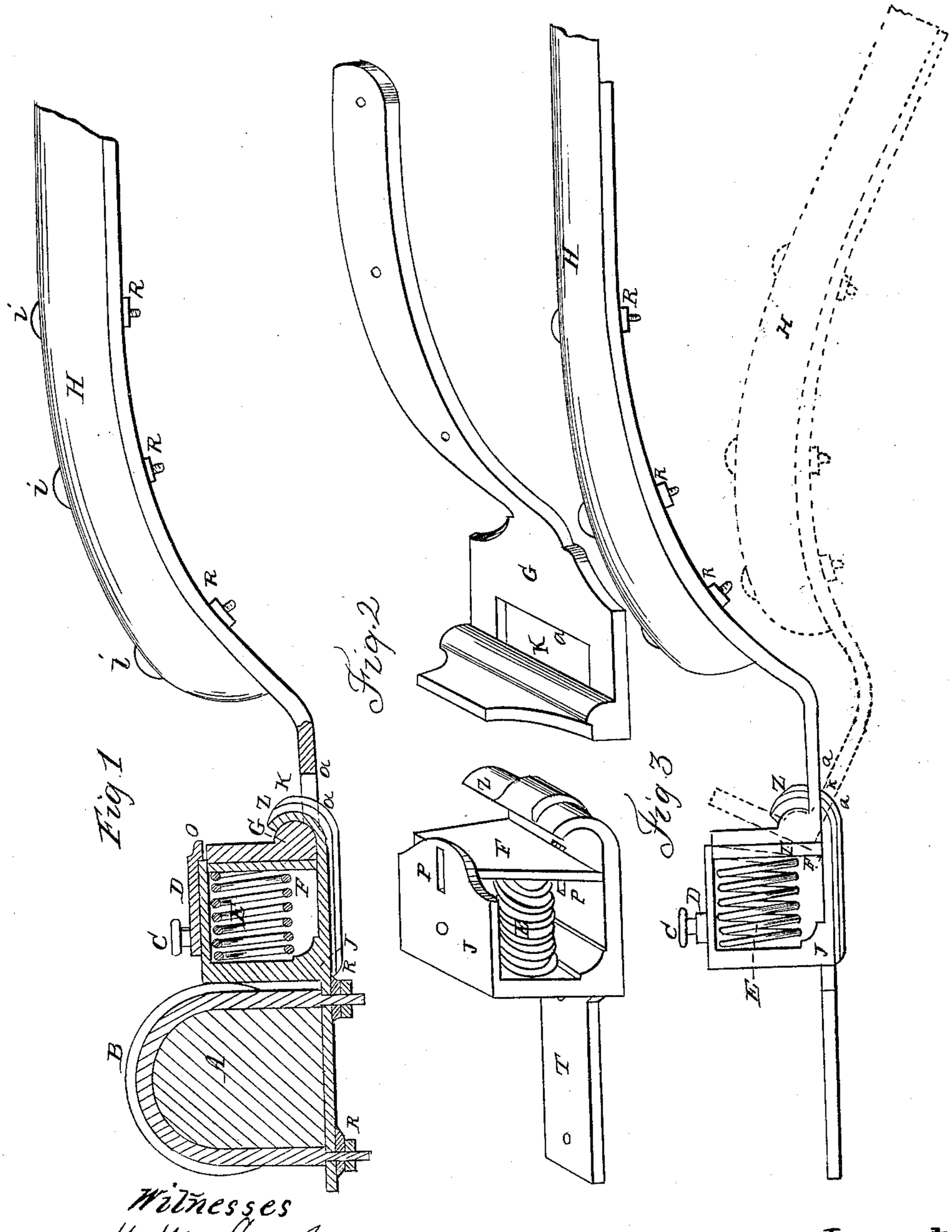
P. MYERS.

Thill-Coupling.

No. 61,235. Patented Jan. 15, 1867.



Witnesses
W. W. Sanborn
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United States Patent Office.

PETER MYERS, OF NEWTON, ILLINOIS.

Letters Patent No. 61,235, *dated January* 15, 1867.

IMPROVEMENT IN CARRIAGE THILL-COUPLING.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, PETER MYERS, of Newton, Whiteside county, Illinois, have invented a new and improved mode or device for attaching Thills or Poles to Carriages; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked theron, making a part of this specification, in which—

Figure 1 is a longitudinal section.

Figure 2, a perspective view.

Figure 3, a side elevation, the red line showing the position of the thills in order to couple or uncouple them.

To enable others to make and use my invention, I will describe its construction and operation.

I construct the axle A, fig. 1, and the clip B in the common ordinary manner. I then construct the coupling J of any metal that will answer, in form as shown in figs. 1, 2, 3, in which E represents a spring which may be of rubber or metal. C is a thumb-screw to tighten the safety button or spring D. F is a follower that the spring E acts against to keep shaft or thill-iron G in its place. G is the thill-iron made with an opening, as at *k*, of proper size to permit it to pass over the hind part of the coupling J, as at Z. H, the wood of thill or shaft bolted on to iron G in the ordinary manner; *i* represents the heads of the bolts, and R the nuts. Now, in order to use my invention, I attach the coupling iron J to the axle-tree of the carriage with the clip, and the thill-iron G to the thills or pole. Now, to attach them together, I have but to let the outer end rest on the ground or floor, as shown by red lines in fig. 3, then bring the opening *k* in the thill-iron G over the hind part of coupling J, as at Z, and by pressing iron G against the plate or follower F, the spring E is compressed, and allows the follower F to move back far enough to let the iron G drop into the socket, as shown at Z and G, fig. 1 and fig. 3. The spring E forcing the follower F against the thill-iron G, preventing it from rattling or getting out of its place; then, by raising the outer end of thills or pole to the loops in the harness, it will be found the thill or pole-iron G cannot get out of its socket or be removed till the thill is placed in the same angle as when it was shipped. In backing, the spring E is compressed till the shoulder *a* in shaft or thill-iron G comes against the coupling-iron J, as at *a'*, where it will remain till the backing force is removed, when the spring will force it back to its former place. The button or spring C is to confine the thill-iron G in its place, and adds to the safety of the device. Now, by having the thills or polls ironed and shaped like G, fitting the coupling J, they can be attached or removed almost instantly, thereby saving much time. Or if by accident or otherwise the carriage becomes overturned, the thills or pole will become detached, usually thereby preventing much damage.

What I claim as my invention, and desire to secure by Letters Patent, is—

The construction and arrangement of the coupling-iron J, spring E, follower F, thill-iron G, safety button or spring C, grooves P P, all for the purposes as above set forth.

PETER MYERS.

Witnesses:

W. W. SANBORN,

E. B. MYERS.