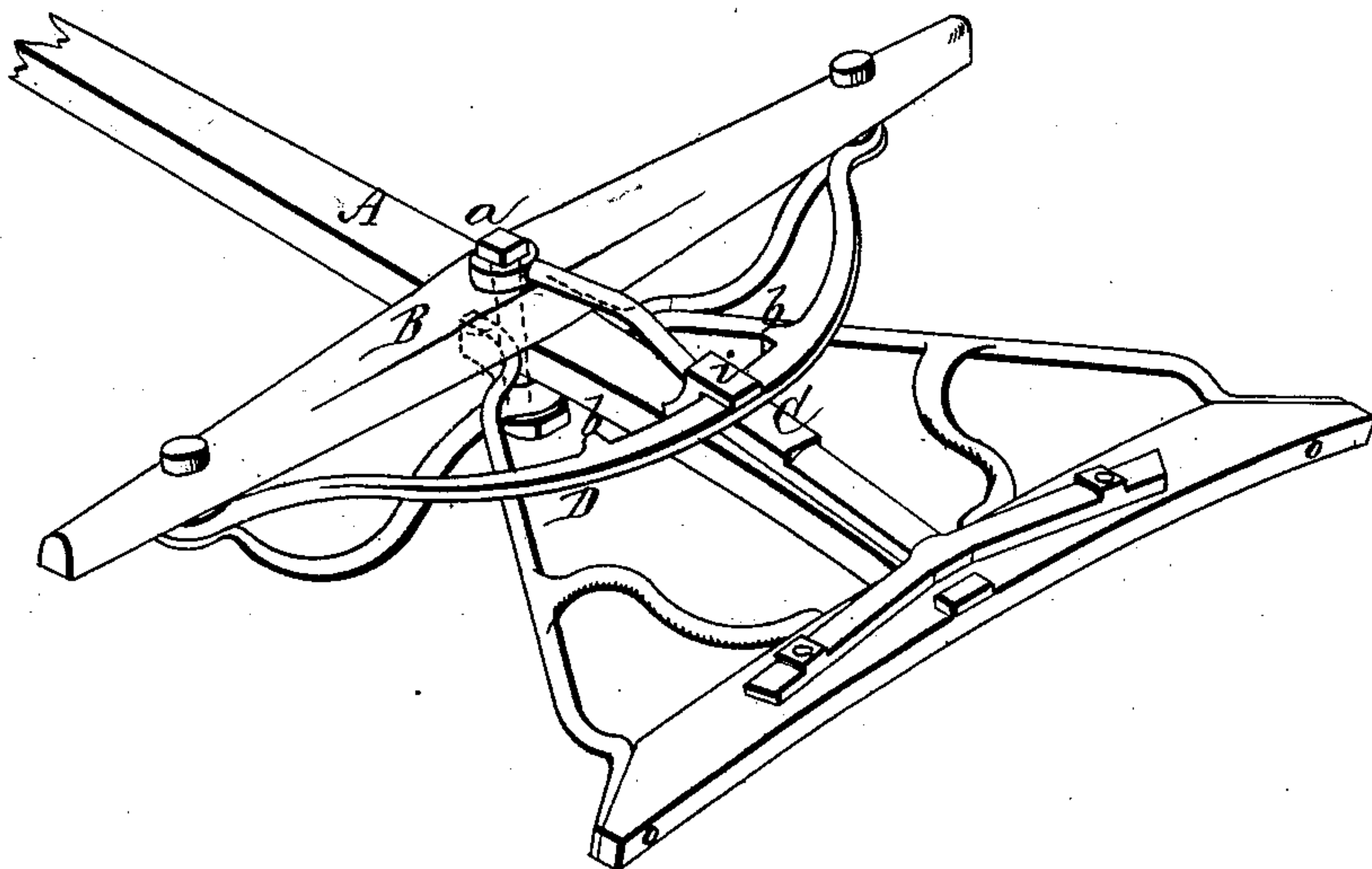


T. CARROLL.
Whiffletrees.

No. 163,455.

Patented May 18, 1875.



WITNESSES

F. L. Ourand,
W. R. Everts,

INVENTOR

Thomas Carroll,
By Alexander T. Mator,
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UNITED STATES PATENT OFFICE.

THOMAS CARROLL, OF PRAIRIE CITY, ILLINOIS, ASSIGNOR OF ONE-HALF
HIS RIGHT TO FRANCIS A. WOODMANSEE, OF SAME PLACE.

IMPROVEMENT IN WHIFFLETREES.

Specification forming part of Letters Patent No. **163,455**, dated May 18, 1875; application filed
March 17, 1875.

To all whom it may concern:

Be it known that I, THOMAS CARROLL, of Prairie City, in the county of McDonough and in the State of Illinois, have invented certain new and useful Improvements in Whiffletrees; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in a check-wheel attached to a whiffletree on a pole or tongue, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, which represents a perspective view of my invention.

A represents the tongue or pole, and B the whiffletree, pivoted thereto by the bolt *a*. C is the hammer-strap, connecting the tongue with the bolt *a*, in the usual manner. D represents a half circle or wheel, provided with shoulders *b b*, at equal distances from the center of the back part. This wheel is fastened to the rear or to the under side of the whiffletree B, in the center, and extends back of the hammer-strap C to a slot, *i*, formed in the same. The shoulders *b*, striking the sides of the slot, keep the whiffletree from striking the

wheels of the vehicle. This wheel also supports the center bolt *a*, and strengthens the whiffletree.

It will be seen that with my invention the bolt *a* passes through the whiffletree and tongue, for connecting the same in the usual manner, and that the wheel D, by means of the stops *d d*, can only turn a limited distance in either direction. This wheel, as well as the hammer-strap described, can be employed with any running-gear of a vehicle in use.

By taking out the bolt *a* the whiffletree can be moved rearward, and become quickly detached from the tongue.

I do not claim a whiffletree provided with a curved bar attached to the rear, as I am aware that such is not new.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The wheel D, attached to the whiffletree B, and provided with shoulders *b b*, in combination with the hammer-strap C, having slot *i*, the tongue A, and bolt *a*, connecting the whiffletree to the tongue, all substantially as and for the purposes set forth.

In testimony that I claim the foregoing, I have hereunto set my hand this 18th day of January, 1875.

Witnesses: THOMAS CARROLL.

JAS. W. BROOK,

JOHN M. THOMAS.