

(No Model.)

P. W. NOLAN.
Whiffletree Coupling for Vehicles.

No. 243,293.

Patented June 21, 1881.

Fig. 1.

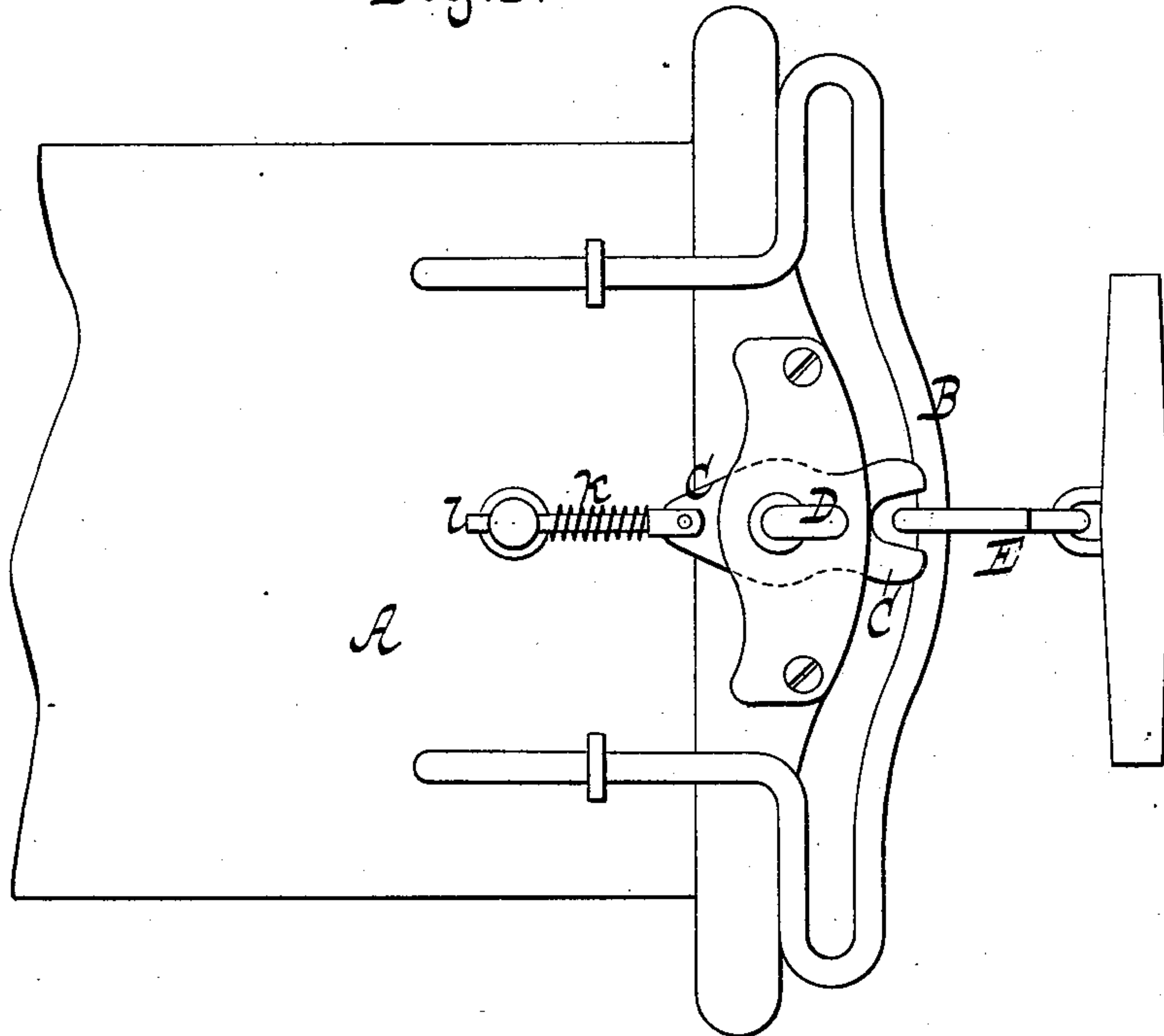
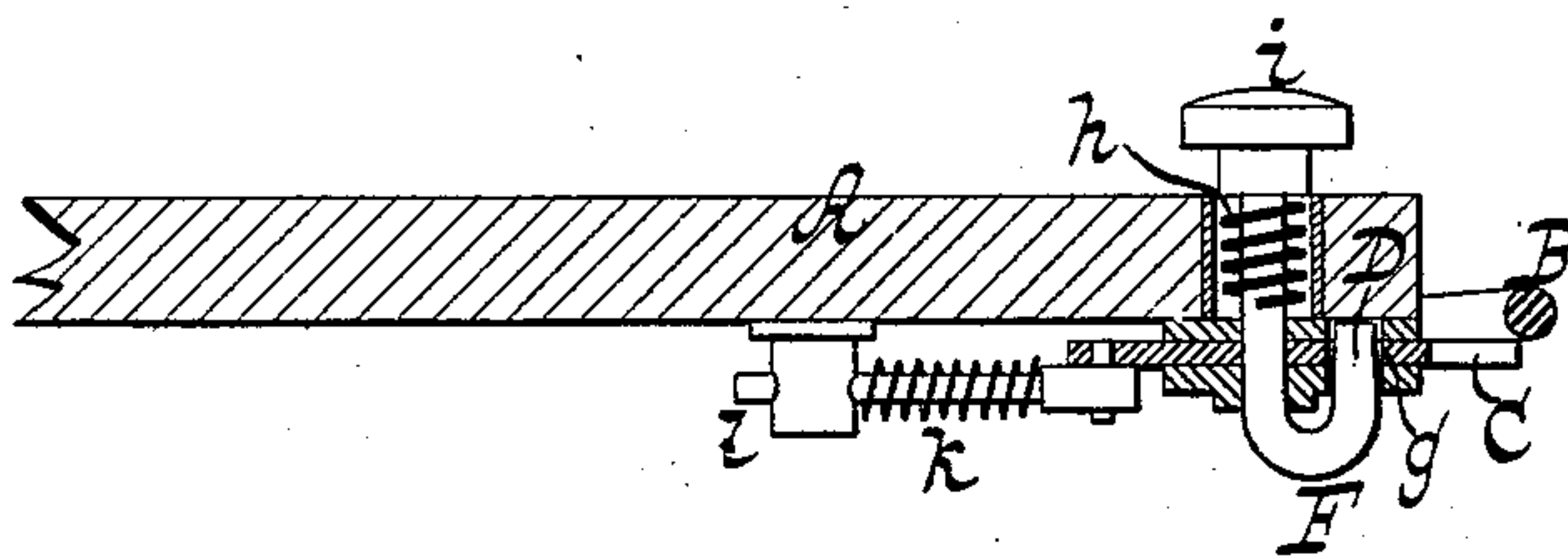


Fig. 2.



Witnesses.

Chas. Wahlers.
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UNITED STATES PATENT OFFICE.

PATRICK W. NOLAN, OF NEW YORK, N. Y., ASSIGNOR OF ONE-HALF TO
HERBERT F. PALMER, OF SAME PLACE.

WHIFFLETREE-COUPLING FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 243,293, dated June 21, 1881.

Application filed November 24, 1880. (No model.)

To all whom it may concern:

Be it known that I, PATRICK W. NOLAN, a citizen of the United States, residing at New York, in the county and State of New York, have invented new and useful Improvements in Whiffletree-Couplings for Horse-Cars or other Vehicles, of which the following is a specification.

This invention is especially adapted to horse-cars, but can also be applied to other vehicles, as wagons, its object being to provide a means for allowing the horses to step freely toward either side of the vehicle when it is desirable, as in the case of a sudden stop of a vehicle in front of them.

It consists in the combination, with the platform of a car or other vehicle, of a coupling-bar extending the entire width of the platform, or nearly so, for the reception of the coupling device of a whiffletree, such bar allowing the coupling device to move to either side of the vehicle. With the foregoing is combined a latch adapted to retain the coupling device at or near the middle of the bar, and a bolt acting on the latch for locking the same, as hereinafter more fully set forth.

This invention is illustrated in the accompanying drawings, in which Figure 1 is an inverted plan view. Fig. 2 represents a longitudinal vertical section.

Similar letters indicate corresponding parts.

The letter A designates the platform, B the coupling-bar, C the latch, and D the bolt.

The coupling-bar B is situated at the forward end of the platform A, and it extends the entire width thereof, or nearly so, while it has return bends at its opposite ends, constituting stops to check the motion of the coupling device of the whiffletree, which I have represented as being formed of a hook, E.

It will be readily understood that if the coupling device E is hitched onto the bar B it is allowed to move toward either side of the vehicle without becoming detached.

The latch C is hung on a pivot, which, in this example, is formed by the shank of the bolt, about midway between the ends of the coupling-bar B, and the latch is bifurcated at its forward end, where it meets or crosses the coupling-bar.

The bolt D passes through the platform A and through the latch C, forming a pivot for the latter, as before stated, and it has an upward bend, F, Fig. 2, below the platform, at the extremity of which it enters a hole, g, in the latch, to lock the latter in the line of draft. A spring, h, is arranged to act on the bolt D, with a tendency to keep the same in an upper or locking position, and at its upper end it is provided with a pedal, i, so that it may be depressed or retracted by the foot.

When the coupling device E is put on the bar B the bolt D is retracted, so as to release the latch C, and the latter is swung to one side, so as to allow the coupling device to be placed in the fork of the latch. When this has been accomplished the latch C is swung back to its normal position, thus becoming locked, and by this means the coupling device is retained opposite to the latch, which, as before stated, is at or near the middle of the bar. If, however, the latch is then released, the coupling device is free to move toward either end of the bar. The latch C is held in its lateral or open position by the action of a spring, k, coiled on a slide-rod, l, which is pivoted to the latch at one end.

It should be remarked that the coupling-bar B can be used independently of the latch C and lock D, and in that event the bar may have a yoke-shaped bend at or near the middle to receive the coupling device E. The latch C and lock D, moreover, are capable of various modifications, which will readily suggest themselves to a skilled mechanic, and hence I do not wish to be restricted to the precise arrangements thereof shown and described.

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

1. The combination, with the platform of a car or other vehicle, of a coupling-bar extending the entire width of the platform, or nearly so, for the reception of the coupling device of a whiffletree, such bar allowing the coupling device to move toward either side of the vehicle, substantially as and for the purpose described.

2. The combination, with the platform of a car or other vehicle, and a coupling-bar ex-

tending the entire width of the platform, or
nearly so, for the reception of the coupling
device of a whiffletree, of a latch adapted to
retain the coupling device at or near the mid-
5 dle of such bar, and a bolt acting on the latch
for locking the same, substantially as described.

In testimony whereof I have hereunto set

my hand and seal in the presence of two sub-
scribing witnesses.

P. W. NOLAN. [L. S.]

Witnesses:

W. HAUFF,

E. F. KASTENHUBER.