

(No Model.)

T. W. BRIAN.

HOUND COUPLING FOR WAGONS.

No. 309,923.

Patented Dec. 30, 1884.

FIG. 1.

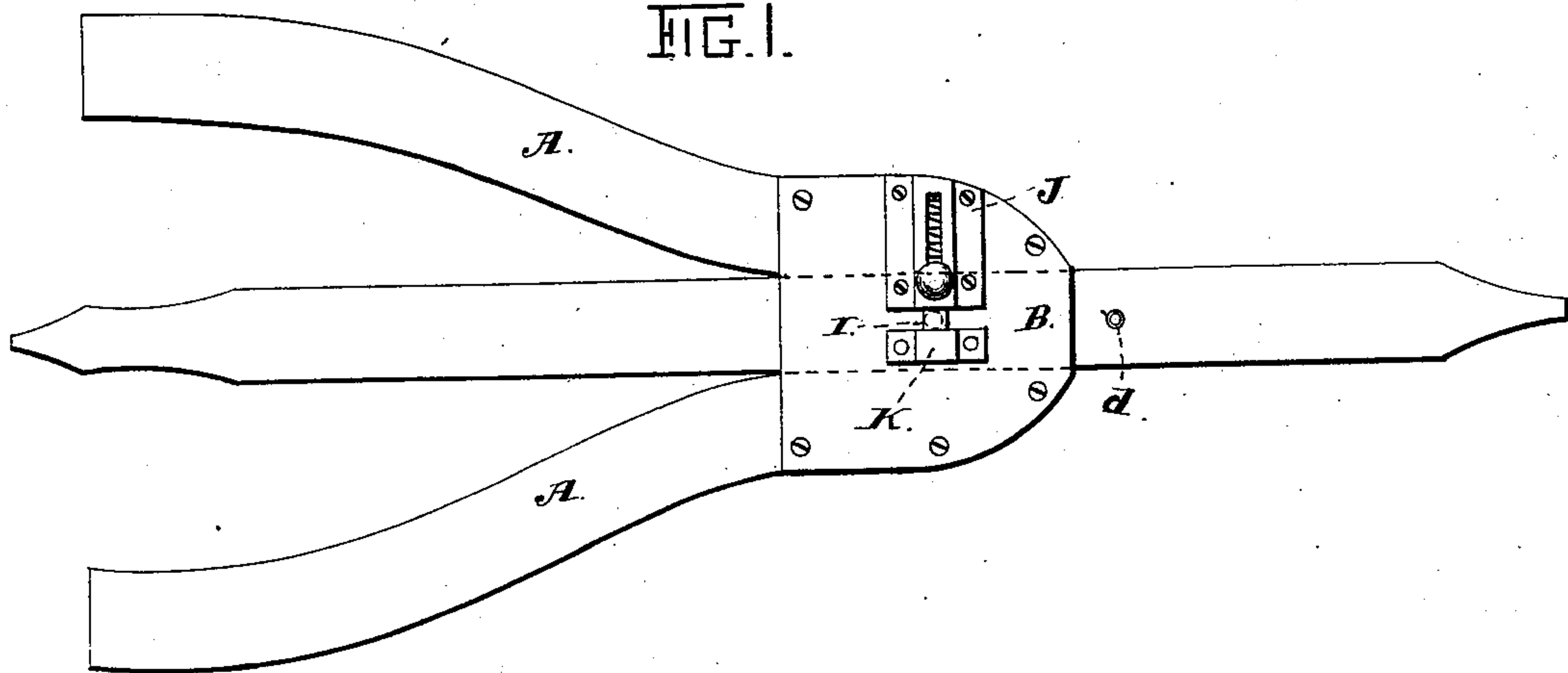


FIG. 2.

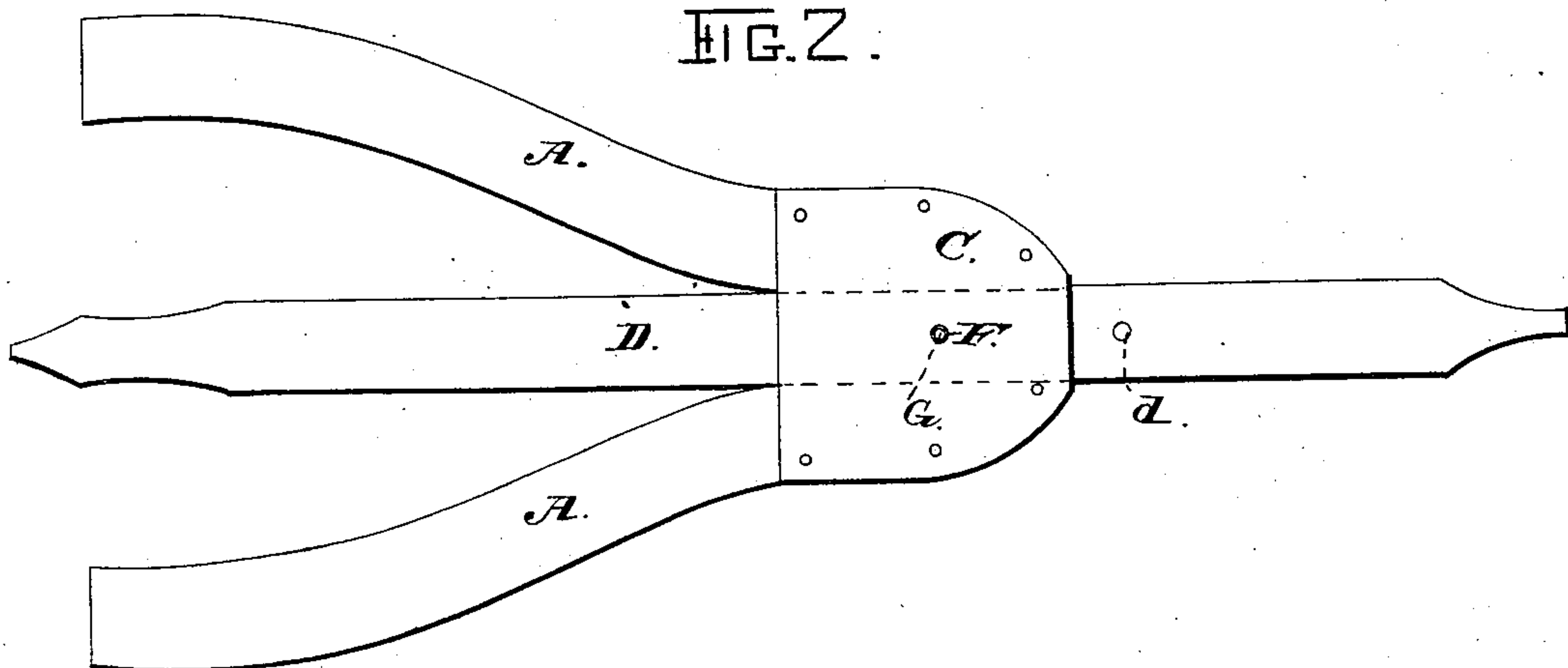


FIG. 3.

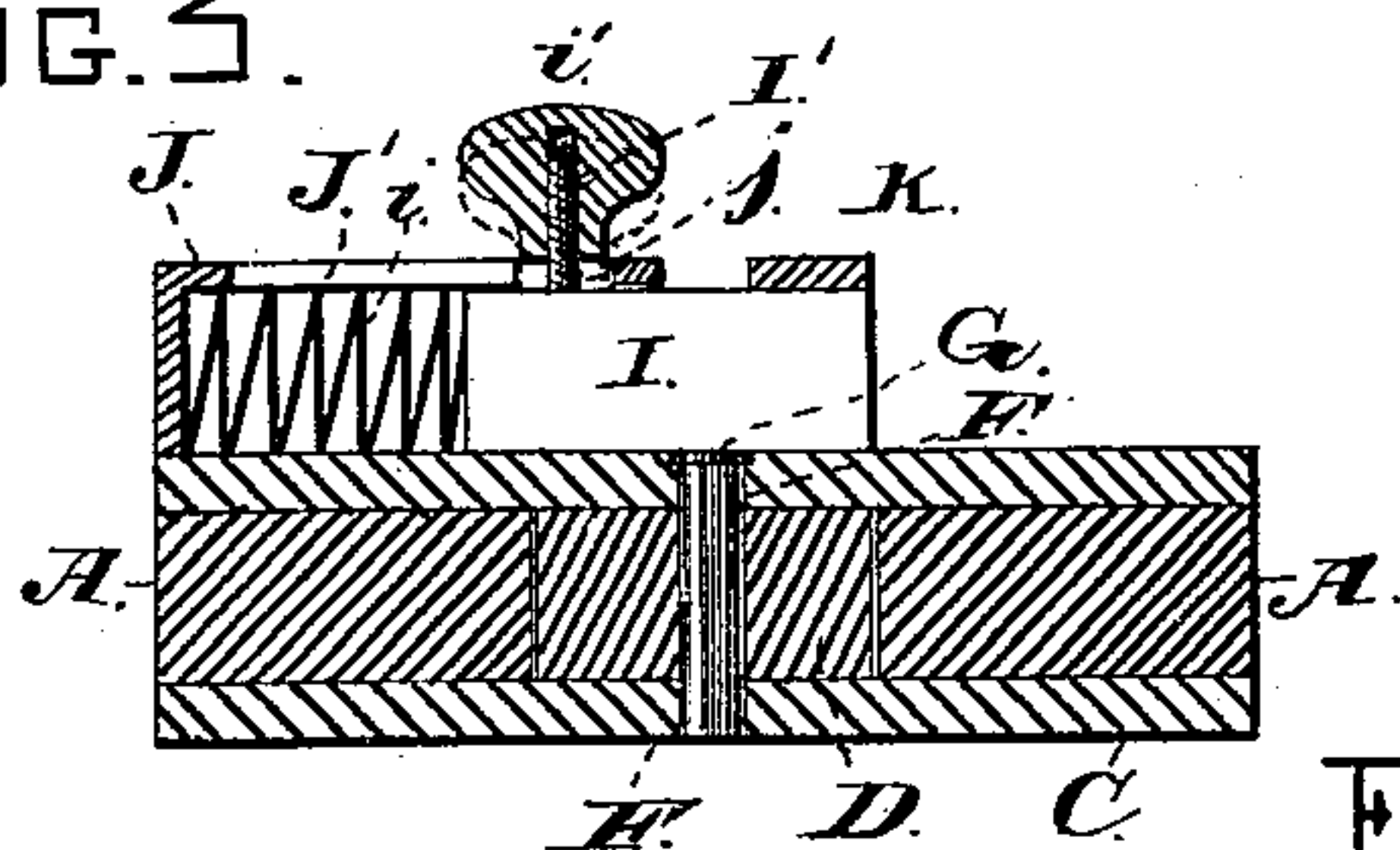


FIG. 4.

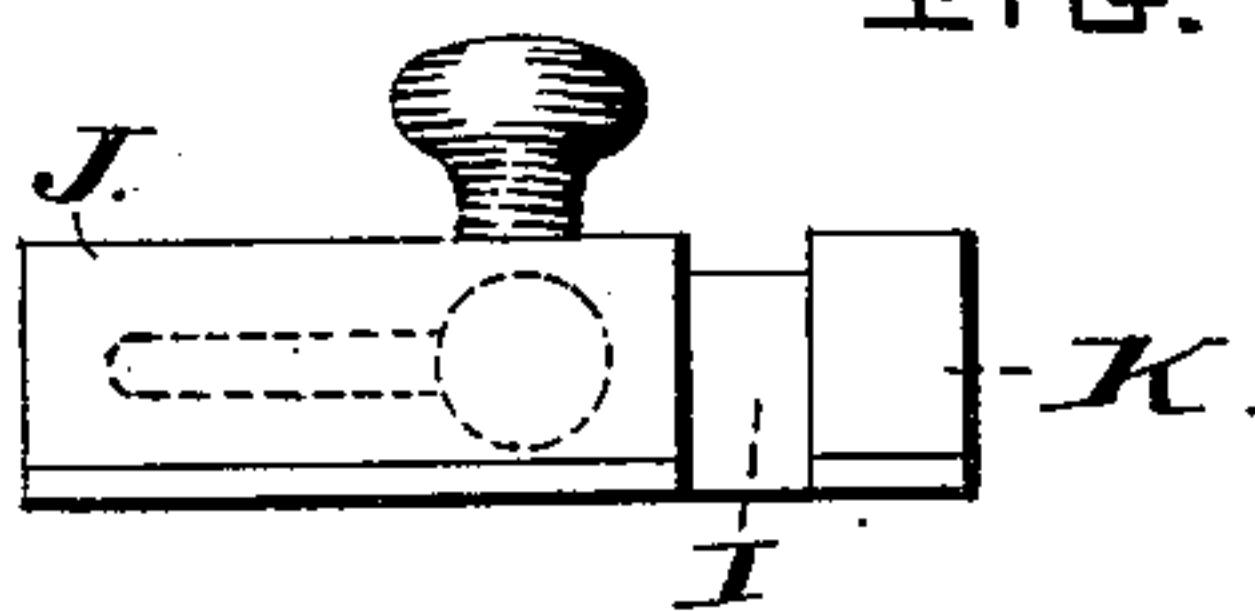
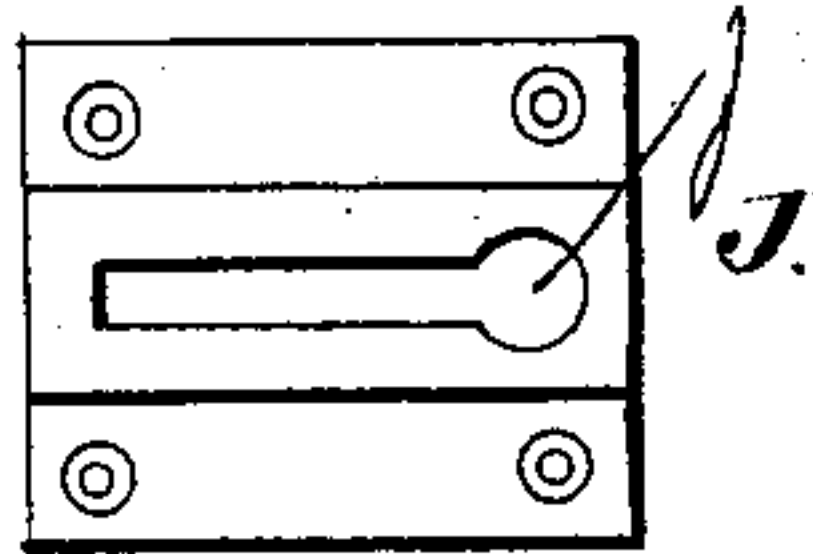


FIG. 5.



WITNESSES

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TAYLOR WILLIAM BRIAN, OF PARKVILLE, ILLINOIS.

HOUND-COUPPLING FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 309,923, dated December 30, 1884.

Application filed April 25, 1884. (No model.)

To all whom it may concern:

Be it known that I, TAYLOR W. BRIAN, a citizen of the United States, residing at Parkville, in the county of Champaign and State of Illinois, have invented certain new and useful Improvements in Hound-Couplings; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to vehicle perches or couplings, and has for its object certain safety attachments, as will be hereinafter more fully described and claimed.

In the drawings, Figure 1 is a top, and Fig. 2 a bottom, view of the perch-coupling. Fig. 3 is a transverse section on line *xx*, Fig. 1. Fig. 4 is a side view of the safety devices. Fig. 5 is a top view of the bolt-box, all of which will be described.

The hounds A are usually coupled to the rear axle, and have their forward ends held slightly apart by the upper and lower plates, B C, so as to provide a passage for the perch or connecting-pole D. Holes F are formed through the plates B C for the passage of the coupling-pin G, the end or head of which, in operation, is countersunk in the upper plate, as most clearly shown in Fig. 3. I have described the specific form of the hounds for the purpose of more clearly explaining my invention. Such construction is well known to the trade, and may be varied or modified to meet the will of the maker. The perch D is inserted between the forward ends of the hounds and the upper and lower plates, and is provided with a hole or holes, *d*, which are brought to register with the openings through the upper and lower plates, so the coupling-pin may be inserted and connect the hounds and perch, as will be clearly understood from the drawings. The bolt I is secured in a boxing or casing, J, arranged on one side of the head of the coupling-pin, and is movable over said head and into a keeper, K, secured on the opposite side from box J. The box is provided with a slot, J', which is enlarged at *j*, its end next

the coupling-pin, as most clearly shown in Fig. 5. The bolt is placed in this casing, and has a spring, *i*, arranged to bear between its rear and the end wall of the box or casing. A stem or stud, I', is extended from the bolt through the slot J', and is threaded to receive the knob or button *i'*. By this construction the bolt may be slipped back into the casing when it is desired to adjust the pin from one to the other of the series of holes *d*, in order to increase or decrease the length of the wagon. When the bolt is out over the slot, the knob *i'* may be turned down on stem I' into enlarged portion *g*, at the outer end of slot G, so as to lock the bolt in the position shown. This is clearly indicated in dotted lines, Fig. 3.

In Fig. 4 I have indicated in dotted lines the box or casing as provided with a slot on one side, in which, if desired, the bolt, knob, or operating-shank can operate, as is shown in such dotted lines.

The broad feature of my invention, it will be seen, is a bolt arranged in position and adapted to be moved laterally over the head of the coupling-pin, and I do not wish to be limited to the specific construction shown and described, though such construction is preferred, and represents a convenient and desirable mode of carrying my invention into practice. The jolting or jarring of the coupling-pin out of place is well known to be a frequent source of accident, in many cases causing serious damage to the vehicle, and frightening the horses, causing runaways, and endangering the lives of the occupants of the vehicle.

My invention provides for a secure and easily-operated means of locking the pin in place, thus preventing all possibility of same being jarred or jolted out of place, as will be well understood from the drawings and description before given.

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

1. In a hound and perch coupling, the combination, with the coupling-pin, of a fastening-bolt movable laterally over the head of said pin, whereby the latter is locked securely in position, substantially as set forth.

2. The herein-described hound and perch

coupling, consisting of the pin, the bolt box
or casing having a slot enlarged at its outer
end, the fastening-bolt movable laterally over
the head of the coupling-pin, having a thread-
5 ed stem projected through the box in the cas-
ing, and a knob or button turned on said stem,
substantially as and for the purposes specified.

In testimony whereof I affix my signature in
presence of witnesses.

TAYLOR WILLIAM BRIAN.

Witnesses:

ISAAC N. DARR,

O. A. DEAN,

G. W. REID.