W. M. CURRY.
Thill-Coupling.

No. 222,021. Patented Nov. 25, 1879

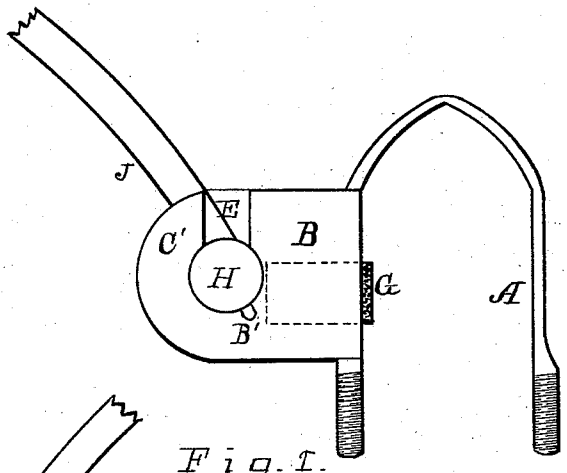

Fig. 1.

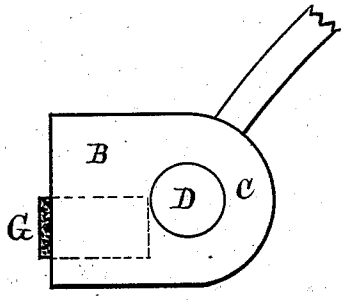

Fig. 2.

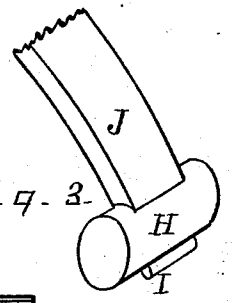

Fig. 3.

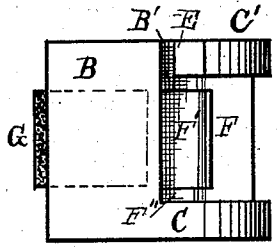

Fig. 4.

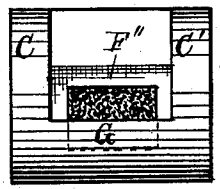

Fig. 5.

Witnesses:
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Atty.

UNITED STATES PATENT OFFICE.

WILLIAM M. CURRY, OF MORNING SUN, OHIO, ASSIGNOR OF ONE-HALF OF HIS RIGHT TO ANDREW J. GEORGE, OF SAME PLACE.

IMPROVEMENT IN THILL-COUPLINGS.

Specification forming part of Letters Patent No. **222,021**, dated November 25, 1879; application filed October 4, 1879.

To all whom it may concern:

Be it known that I, WILLIAM M. CURRY, of Morning Sun, in the county of Preble and State of Ohio, have invented a new and useful Improvement in Thill-Couplings, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 is a side elevation. Fig. 2 is a side view of the rear side. Fig. 3 is a view of a section of the shafts. Fig. 4 is a top view of the clip, and Fig. 5 is a front view.

The object of my invention is to provide a thill-coupling which is simple in construction, and will prevent rattling, as well as to enable the person using the same to readily adjust it or remove the shafts from the vehicle.

In the accompanying drawings, A represents the clip for the axle, to which is permanently attached the coupling-piece B. This is constructed in the following manner: Two ears, C C′, are formed by having the front central part cut away, as shown in Figs. 4 and 5, forming a ledge, F, as shown in Fig. 4.

A horizontal hole, D, is formed through the part B, communicating with the cavity in the front of B. This hole is made a little lower and farther back than the extremity of the cavity. One of the ears, designated by C′, has a vertical slot, E, communicating with the hole D.

On the lower side of hole D is a groove, B′, running to the depression F′ on the bottom and side of the cavity. The object of the depression F′ is to permit the lug on the part H to turn when the shafts are raised or lowered.

G represents a piece of rubber pressed into the cavity at the back of the part B, and actuating against lug I on the T-head H. It will be noticed that when the clip is adjusted on the axle the rubber is kept in its place against the T-head H.

The thill-iron has a T-head of proper size to fit the hole D in the part B. The part J is of the proper thickness to slide into the slot E, and when it is desired to couple the thills the shafts are elevated, bringing J in a vertical position, when the shafts are moved sidewise sliding the T-head into the aperture D. The lug I on the bottom of H is placed in such a position that when the shafts are elevated and the thill-iron J is in accord with the vertical slot E, the lug will enter the groove B′, and when the shafts are again lowered the lug strikes the rubber and tightens the T-head within the ears of the part B.

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

1. In a thill-coupling, the aperture D passing through the ears C C′, and communicating with the cavity F, so that the lowest part of said aperture will cut away a portion of the bottom and back of said cavity, and having in said depressed portion another depressed portion, F′, for receiving the lug on the T-head, substantially as herein specified.

2. The combination of a thill-iron, J, having a T-head H, provided with a lug, I, with the part B, having ears C C′, cavity F, aperture D, slot B′, and spring G, substantially as and for the purpose specified.

WILLIAM M. CURRY.

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