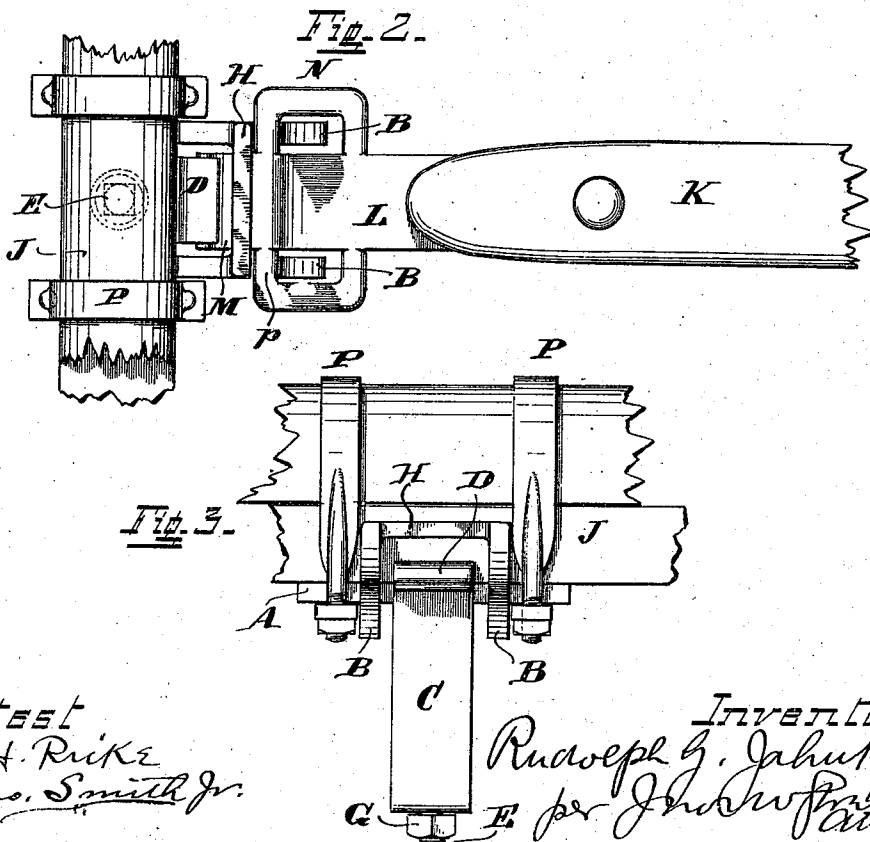
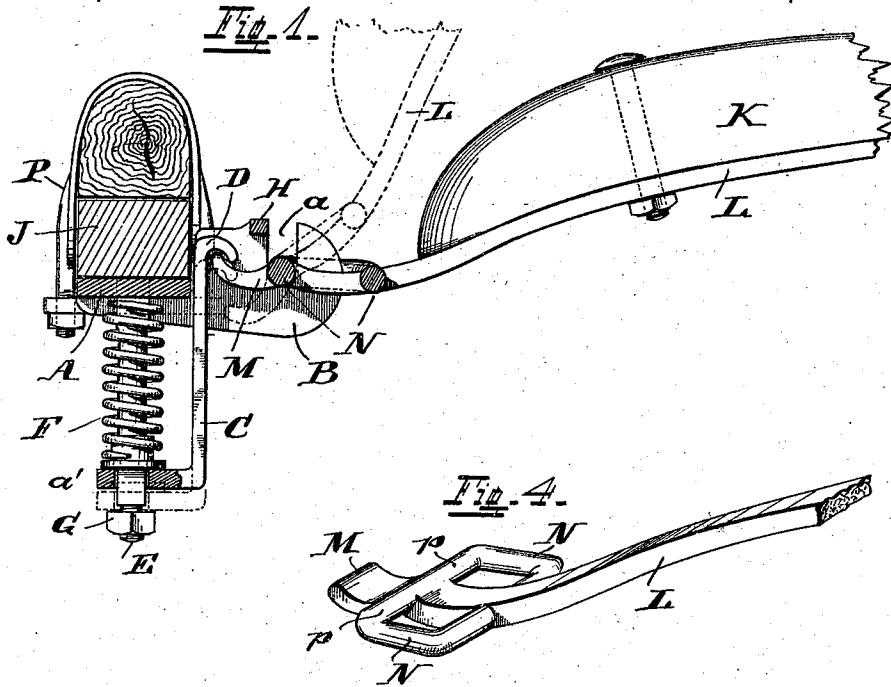


(No Model.)

R. G. JAHNKE.
THILL COUPLING.

No. 550,272.

Patented Nov. 26, 1895.



Attest
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UNITED STATES PATENT OFFICE.

RUDOLPH G. JAHNKE, OF CINCINNATI, OHIO.

THILL-COUPLING.

SPECIFICATION forming part of Letters Patent No. 550,272, dated November 26, 1895.

Application filed August 20, 1895. Serial No. 559,905. (No model.)

To all whom it may concern:

Be it known that I, RUDOLPH G. JAHNKE, a citizen of the United States, residing in the city of Cincinnati, Hamilton county, and State of Ohio, have invented certain new and useful Improvements in Thill-Couplings, of which the following is a specification.

The object of my invention is to produce a cheap, simple, and efficient antirattler thill-coupling.

In the accompanying drawings, forming part of this specification, Figure 1 is a side view, some of the parts being partly broken away. Fig. 2 is a top view of the device. Fig. 3 is a front view of the device, the shaft being removed, and Fig. 4 is a perspective view of the shaft-iron.

A represents a plate on which the axle J rests, the clips P connecting the thill to the axle J. From this plate A extend the ears B. They are shaped as shown and have recesses *a* present in their upper portion. From the bottom of the plate extends the standard or pin E. The plate A, ears B, and pin E are preferably made in one.

C represents a bar having a foot *a'* and a hook-shaped head D. The pin E passes through the foot *a'*, a nut G being screwed onto the lower end of said pin E. A spring F is interposed between the foot *a'* of the bar C and the plate A and is coiled around the pin E. The bar C extends up between the ears B slightly and moves up and down when the end M of the shaft-iron catches under the hooked head D.

L represents the shaft-iron connected to the shaft K in any suitable manner. It is of the peculiar shape shown in Fig. 4, having the curved end M and carrying the wings N. The shaft-iron fits into the coupling, as shown in Fig. 1, the end M passing between the ears and hooking under the hooked head D of bar

C, the part *p* of the wings N passing into the recesses *a* of the ears B. When the shaft-iron is depressed, the hooked end portion M, having caught under the hooked head D of bar C, it pulls the bar C upward and the spring is compressed, thus preventing any rattling. When the horse is unhitched and the shafts are loose, the compression on the spring is released and the shaft assumes the position shown in dotted lines in Fig. 1.

A bar H is placed across from ear to ear, so that the shaft-iron cannot slip up and out should connection with the head D not be properly made.

If it is desired to remove the shafts, they are placed in about a vertical position and lifted out.

The wings N also tend to strengthen the shaft-iron.

The various parts are preferably formed as shown, but may be differently formed, and they may be welded together or cast.

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

1. In a thill coupling, a plate A, pin E, and ears B in combination with a spring F a shaft iron L, and bar C, as set forth.

2. In a thill coupling, the combination of a plate A, pin E, ears B, spring F, bar C, having foot *a'* and head D and shaft iron L, as set forth.

3. In a thill coupling, the combination of plate A, ears B, having recesses *a*, pin E, bar C, having head D and foot *a'*, spring F interposed around said pin E between the foot *a'* of bar C and the plate A, shaft iron L, having hooked end M and wings N, as set forth.

RUDOLPH G. JAHNKE.

Attest:

H. RICKE,
A. DUMLER.