

(No Model.)

C. BASSFORD.
THILL COUPLING.

No. 461,996.

Patented Oct. 27, 1891.

FIG. 1.

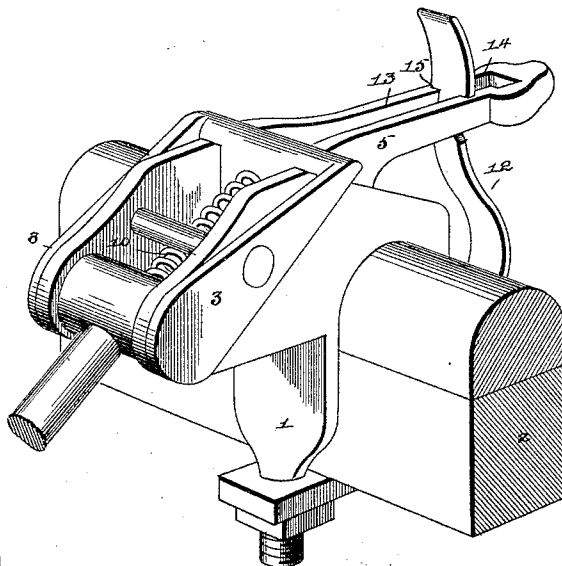


FIG. 2.

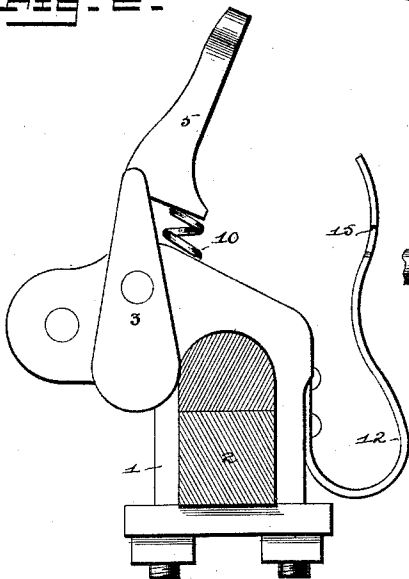
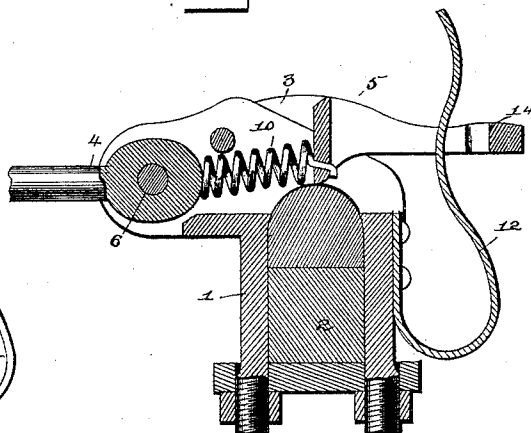


FIG. 3.



Witnesses

E. S. Duvall Jr.
N. F. Riley

By his Attorneys,

Inventor
C. Bassford.

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

CHARLES BASSFORD, OF SEVASTOPOL, WISCONSIN.

THILL-COUPLING.

SPECIFICATION forming part of Letters Patent No. 461,996, dated October 27, 1891.

Application filed July 31, 1890. Serial No. 360,592. (No model.)

To all whom it may concern:

Be it known that I, CHARLES BASSFORD, of Sevastopol, in the county of Door and State of Wisconsin, have invented a new and Improved Thill-Coupling and Anti-Rattler, of which the following is a specification.

The invention relates to improvements in thill-couplings and anti-rattlers.

The object of the present invention is to simplify and improve the construction of thill-couplings and anti-rattlers, and to provide one which will enable thills to be readily removed for the connection of a pole and vice versa, and in which there will be no noise or rattling.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a perspective view of a thill-coupling constructed in accordance with this invention. Fig. 2 is a side elevation of the same, the locking-lever being raised. Fig. 3 is a vertical longitudinal sectional view.

Referring to the accompanying drawings, 1 designates an axle-clip, which is secured to an axle 2 in the usual manner, and which is provided with upwardly and forwardly projecting sides or ears 3, and between the sides or ears 3 is pivoted a thill-iron 4, and on them is fulcrumed a lever 5. The thill-iron is provided with an eye, and is pivoted between the ears or sides 3 by means of a coupling-pin 6, which is round and is arranged in the eye of the strap, and in perforations 7 of the sides, and it is secured in place by the lever, which is Y-shaped and is fulcrumed intermediate the ends of its arms 8 by pivot 9, and the lever 5 is adapted to be swung on its pivot to carry the ends of its arms away from the perforations 7, to enable the coupling-pin to be removed and to cover the perforations to secure the coupling-pin in place. The locking-lever 5 is provided with a spring 10, which is secured to the middle of the lever, and when the parts are in operative position bears against the eye of the shaft-iron and serves as an anti-rattler. The spring 10 also holds the lever 5 when the latter is thrown back.

The stem 11 of the lever 5 is provided with

a longitudinal opening and is engaged by the free end of a spring 12, which is secured to the back of the axle-clip and is approximately U-shaped, and curves upward and engages the stem of the lever and is arranged in the opening thereof, and is adapted to prevent rattling of the parts. The longitudinal opening 13 has a transverse portion 14, and the spring 12 is provided with a shoulder 15, which engages the contracted portion of the opening 13. When the lever 5 is raised and thrown forward the spring 12 is brought into the transverse portion 14 of the opening to release the lever.

It will be seen that the thill-coupling is simple, strong, and durable, and is adapted to readily release the coupling-pin to enable thills to be changed for a tongue, and vice versa.

What I claim is—

1. In a thill-coupling, the combination of the axle-clip having upwardly and forwardly projecting sides provided with perforations, a coupling-pin arranged in the perforations adapted to engage the eye of a thill-iron, the Y-shaped lever fulcrumed on the axle-clip and having its arms arranged to swing over the perforations of the clip and secure the coupling-pin in place, and a spring arranged to engage the stem of the lever, substantially as and for the purpose described.

2. In a thill-coupling, the combination of the axle-clip having upwardly and forwardly projecting sides provided with perforations, a coupling-pin arranged in the perforations, the Y-shaped lever fulcrumed on the clip and having its arms arranged to swing over the perforations of the clip, a thill-iron receiving the coupling-pin in its eye, and the spring secured to the lever and engaging the thill-iron, substantially as described.

3. In a thill-coupling, the combination of the axle-clip having upwardly and forwardly projecting sides, a coupling-pin, the Y-shaped lever fulcrumed on the axle-clip and provided with a longitudinal opening having a transverse portion, and the spring adapted to engage the opening of lever and provided with a shoulder, substantially as described.

CHARLES BASSFORD.

In presence of—

Y. V. DREUTZER,
J. H. LESLIE.