

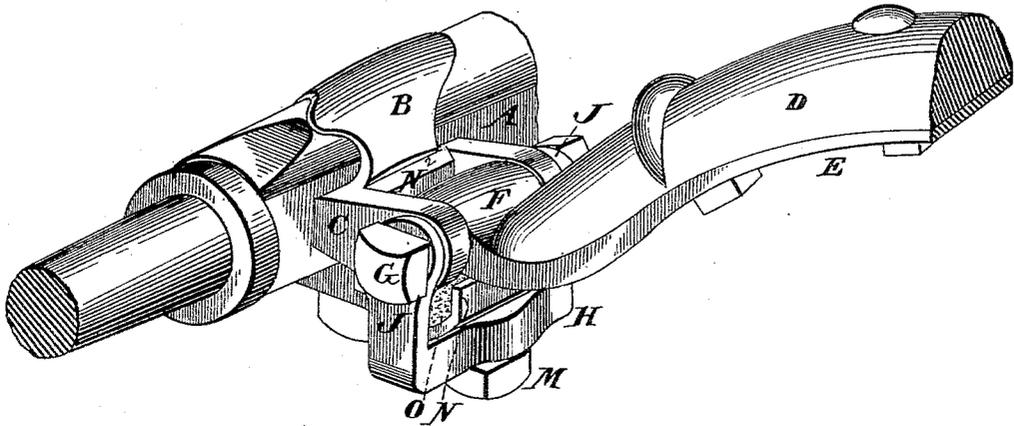
(No Model.)

G. T. WILSON.  
THILL COUPLING.

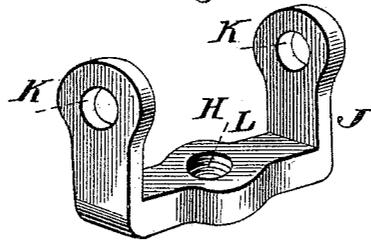
No. 398,922.

Patented Mar. 5, 1889.

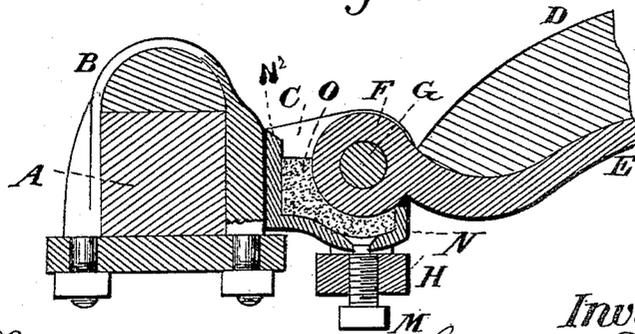
*Fig. 1.*



*Fig. 2.*



*Fig. 3.*



*Witnesses.*

*A. Ruppert,*

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*Inventor:*

*George T. Wilson*

*by Franklin H. Broughton*  
*attorney*

# UNITED STATES PATENT OFFICE.

GEORGE T. WILSON, OF LOWVILLE, NEW YORK, ASSIGNOR OF TWO-THIRDS  
TO JOHN D. HOUGH AND MILES H. BRONSON, BOTH OF SAME PLACE.

## THILL-COUPLING.

SPECIFICATION forming part of Letters Patent No. 398,922, dated March 5, 1889.

Application filed November 6, 1888. Serial No. 290,085. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE T. WILSON, a citizen of the United States, residing at Lowville, in the county of Lewis and State of New York, have invented certain new and useful Improvements in Anti-Rattling Attachments for Thill-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 certain new and useful improvements in anti-rattling attachments for thill-couplings; and it has for its object to provide a simple and inexpensive device of this character, which may be readily attached to the several varieties of thill-couplings now in common use and which will serve to prevent rattling.

To this end, and to such others as the invention may pertain, the same consists in the peculiarities of construction and in the novel construction, arrangement, and adaptation of parts, all as more fully hereinafter described, shown in the accompanying drawings, and then specifically defined in the appended claim.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which—

Figure 1 is a perspective view of a thill-coupling with my invention shown in actual use. Fig. 2 is a perspective view of the attachment removed from the thill-coupling. Fig. 3 is a central vertical section of Fig. 1.

Reference now being had to the details of the drawings by letter, A designates the axle of a vehicle; B, the clip used to secure the thill-coupling C in position; and D represents the end of a thill provided with thill-iron E, having a suitable eye, F, for the passage of the retaining-bolt G, all of which parts may be of any suitable and well-known construction, except as hereinafter specified.

H represents my anti-rattler attachment,

the body of which may be either made in a single casting or it may be constructed of wrought metal, the end portions of which are bent upward or at right angles to the horizontal body of the device.

Near the upper ends of the arms J J are provided suitable holes, K, for the passage of the thill-bolt G.

Extending vertically through the central portion of the body of the device is a screw-threaded hole, L, for the reception of the set-screw M. N is a concaved metallic plate pivotally attached to the upper end of the set-screw and having a vertical extension, N<sup>2</sup>, as shown in Fig. 3; and O is a suitable block of either rubber, leather, or other like substance fitted within the upper concaved face of the plate N.

The operation of the device is simple, and will be readily understood from the foregoing description of the construction and arrangement of parts.

In placing the thill in position for coupling, the arms J J of the attachment are passed up upon either side of the thill-coupling, and it is held in position by means of the thill-bolt G. The set-screw is then adjusted, so as to cause the block O to bear against the face of the thill-eye.

It will be at once understood that wear of the parts may be at any time readily compensated for by simply tightening the set-screw.

I deem it important that the plate N be so arranged that its rear portion shall be in close proximity to or in contact with the vertical portion of the clip B, as shown, so as to better resist any rearward strain on the thill and thill-iron and to relieve the pivot of the thill, and the vertical extension N<sup>2</sup> of said plate N is also important, as it forms a backing for the bearing-block and enables me to provide an elastic bearing to the rear of the pivot of the thill-iron, as shown in Fig. 3, and prevents the bearing from being squeezed out behind the block as the bearing becomes pressed out of shape from continued use.

What I claim as new is—

The combination, with the axle and the clip

B, of the plate II, having ears J J, the concave plate N, provided with vertical extension N<sup>2</sup>, bearing against said clip, the set-screw M, the pivot pivotally connecting said plate N to  
5 said screw, the thill-iron pivotally secured between said ears, and the bearing-block in said plate N, extending behind the pivot of the thill-iron between the same and said exten-

sion, substantially as and for the purpose specified. 10

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

GEORGE T. WILSON.

Witnesses:

EDWARD J. BOSHAET,  
NORMAN BRADT.