

(No Model.)

E. S. BUZBY.  
THILL COUPLING.

No. 299,460.

Patented May 27, 1884.

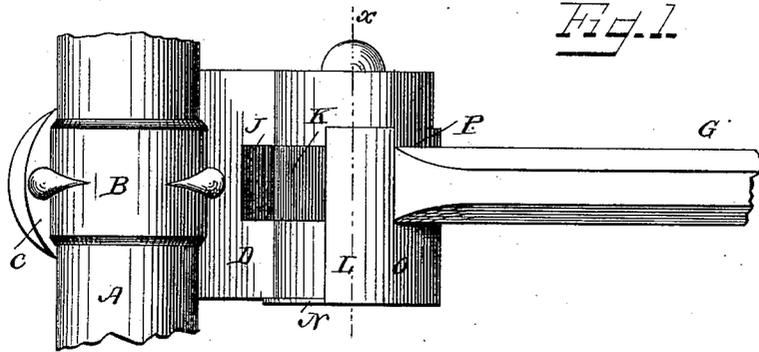


Fig. 1.

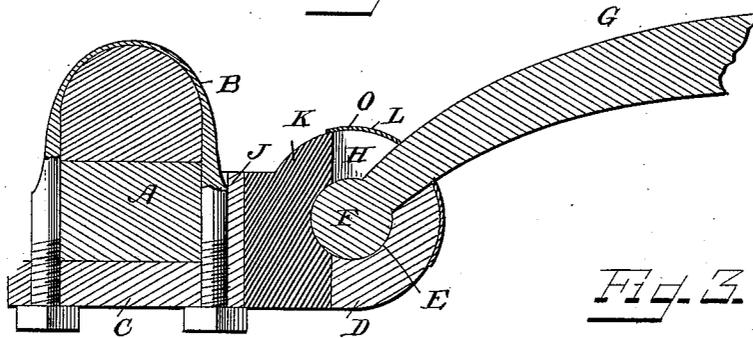


Fig. 2.

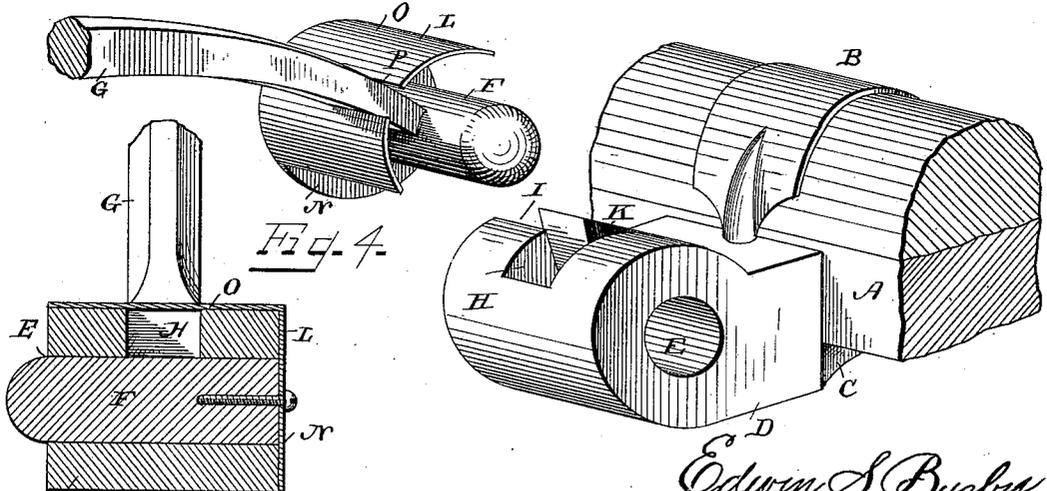
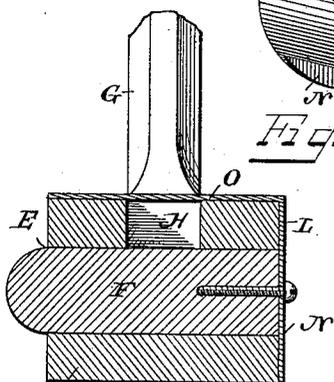


Fig. 3.



WITNESSES

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# UNITED STATES PATENT OFFICE.

EDWIN S. BUZBY, OF BORDENTOWN, NEW JERSEY.

## THILL-COUPLING.

SPECIFICATION forming part of Letters Patent No. 299,460, dated May 27, 1884.

Application filed February 23, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, EDWIN S. BUZBY, a citizen of the United States, residing at Bordentown, in the county of Burlington and State of New Jersey, have invented a new and useful Thill-Coupling, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to thill-couplings; and it has for its object to provide a device which will be simple, durable, and efficient in its character, the adjustment of the thills being effected with ease and rapidity.

A further object of the invention is to provide a device in which there will be no nuts to lose, and which will prevent the noisy rattling of the thills; and a still further object of the invention is to provide a device which will prevent the admission of dirt and gravel to the bearings, and thus add to the efficiency of the device.

With these objects in view the said invention consists in certain details of construction and combination of parts, as hereinafter set forth, and particularly pointed out in the claim.

In the accompanying drawings, Figure 1 is a plan view of my improved thill-coupling. Fig. 2 is a longitudinal sectional view of the same. Fig. 3 is a perspective view of the parts detached. Fig. 4 is a transverse sectional view on the line *x x*, Fig. 1.

Like letters refer to corresponding parts in the several figures.

Referring to the drawings, A designates the axle, and B designates a clip by means of which the thill-coupler is secured to the axle. As shown, the base-plate C of the thill-coupler is recessed to receive the axle, and thus provide a firm connection therewith.

D designates the draw bar or iron, formed integral with the base-plate C, and arranged forward of the axle, said draw-bar being provided with a central transverse perforation, E, to receive the trunnion F of the thill-iron G, the upper portion of the draw-bar being cut away above the perforation E to form a recess, H, and an opening, I, said opening extending outward from the recess at one side of the draw-bar, as shown clearly in Fig. 3 of

the drawings. A vertical slot, J, extends through the draw-bar in rear of the recess H, to receive a rubber cushion, K, which is shaped on its front face to conform to the shape of the thill-iron. The trunnions F of the thill-iron are formed integral therewith, and extend transversely across the end of the same, as shown, a metallic sheathing, L, being fitted to the end of the thill, and comprising a circular cap, N, secured to one of the trunnions, and a convex guard, O, projecting inward from the cap, and formed with a slot, P, to enable it to fit around the end of the thill-iron, the cap and guard being formed in one piece of any suitable metal, and adapted to prevent the admission of dirt or other foreign substances to the bearings of the thill.

The operation of my invention will be readily understood from the foregoing description, taken in connection with the drawings hereto annexed.

To apply the thill, the latter is raised until its end coincides with the opening I in one side of the draw-bar D, one of the trunnions F being inserted into the perforation E, and the opening I permitting the passage of the thill inward to its proper position. As seen, the recess H receives the thill, and enables it to drop downward into the usual position, the trunnions F working in the perforations E, while the metallic sheathing L covers the parts, and thereby prevents the admission of dirt or other foreign substances, which is a very objectionable feature in most thill-couplings. As seen, the rubber cushion in the rear of the thill-iron comes in contact with the same and effectually prevents the rattling of the thill.

My improved thill-coupling is simple, durable, inexpensive, and efficient, and can be readily uncoupled by elevating the thills until they coincide with the openings I, when, by drawing the thills outward from one side of the draw-bar, they are uncoupled and can be applied to the vehicle, as desired.

It will be seen that I do not employ nuts or bolts to hold the parts in the adjusted position, and for this reason the thill-coupling will always be held securely and without any danger of working out of order.

Having described my invention, I claim as  
new and desire to secure by Letters Patent—  
In a thill-coupling, the combination, with  
the draw bar or iron, of the thill fitted therein,  
5 and a metallic sheathing formed in one piece  
and secured to the end of the thill, and com-  
prising a circular cap and a convex guard,  
said guard being provided with a slot to ena-  
ble it to fit around the thill, for the purpose  
10 set forth.

In testimony that I claim the foregoing as  
my own I have hereto affixed my signature in  
presence of two witnesses.

EDWIN S. BUZBY.

Witnesses:

WM. BURNS,

THOS. SEXTON.