

(No Model.)

J. SCHEIDLER.
THILL COUPLING.

No. 560,007.

Patented May 12, 1896.

Fig. 1.

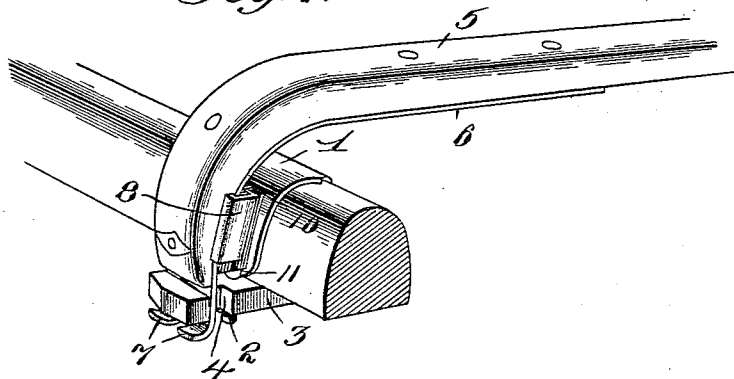


Fig. 3.

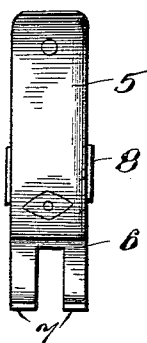


Fig. 5.

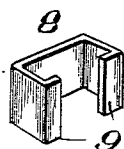


Fig. 4.

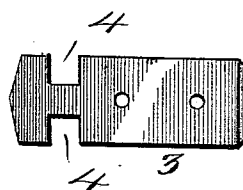
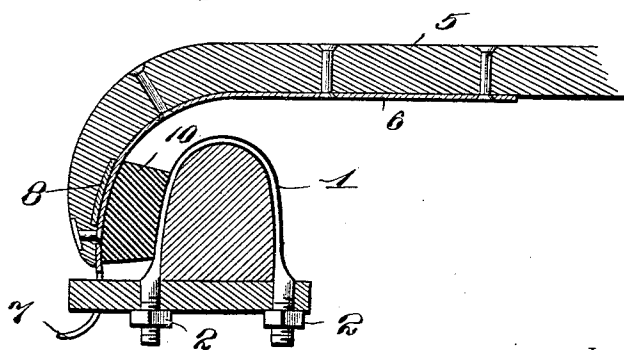


Fig. 2.



Inventor
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Witnesses

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UNITED STATES PATENT OFFICE.

JOHN SCHEIDLER, OF COLDWATER, MICHIGAN, ASSIGNOR TO EGBERT W. TREAT, OF SAME PLACE.

THILL-COUPLING.

SPECIFICATION forming part of Letters Patent No. 560,007, dated May 12, 1896.

Application filed March 16, 1896. Serial No. 583,446. (No model.)

To all whom it may concern:

Be it known that I, JOHN SCHEIDLER, a citizen of the United States, residing at Coldwater, in the county of Branch and State of Michigan, have invented a new and useful Thill-Coupling, of which the following is a specification.

This invention relates to improvements in thill-couplings.

10 The object of the invention is to provide a coupling by which the horse may be hitched closer to the vehicle than heretofore, and by which the thills may be easily attached to or detached from the vehicle.

15 The invention further provides a device of the character mentioned wherein the draft is brought to bear against the rear of the axle instead of the front, and also which shall support the thills above the ground and in a position for the horse to be readily harnessed thereto.

20 With these objects in view the invention consists, substantially, in the construction, combination, and arrangement of parts, as will be hereinafter more fully illustrated, described, and claimed.

25 In the accompanying drawings, Figure 1 is a perspective view of a thill-coupling constructed in accordance with the present invention. Fig. 2 is a longitudinal sectional view thereof. Fig. 3 is an end view of the thill with the thill-iron attached thereto. Fig. 4 is a top plan view of the base-plate of the axle-clip. Fig. 5 is a detail perspective view of the holder-clip for holding the anti-rattling-pad.

Similar numerals of reference indicate corresponding parts throughout the figures.

30 Referring to the drawings, 1 designates an axle-clip formed in the usual manner and having its ends threaded to receive nuts 2. This clip surrounds the axle in the ordinary way and securely holds against the bottom of such axle a base-plate 3. The base-plate 3 has one end extending rearwardly and horizontally from the axle, and such end is provided at opposite points in its side edges with notches 4.

5 designates a thill provided with a thill-iron 6, one end of the latter being bifurcated

and forming arms 7. It will be noted that these arms 7 are curved and enter the notches 4 formed in the base-plate 3. Between the thill 5 and the thill-iron 6 is clamped one side of a holder-clip 8, provided with end flanges 9, the ends of which are bent inward toward each other. This holder-clip is intended to hold an antirattling-pad 10, of rubber or other suitable material, and in order to secure such pad in the clip the same is cut at its edges, as indicated at 11, such cuts receiving the in-turned ends of the flanges 9, thereby securely holding the pad.

The operation and advantages of my invention will be readily understood by those skilled in the art. In order to attach the thills to the vehicle, the arms 7 are placed in the notches 4 and the thills raised until the arms drop into the notches, when by lowering such thills the arms will slide through said notches and engage the under side of the base-plate 3, the pad 10 resting against the axle of the vehicle. Thus it will be seen that the coupling holds the thill securely to the vehicle, and by reason of the pad 10 any tendency to rattle will be overcome.

75 From the foregoing description it will be at once seen that the herein-described thill-coupling is one which may be easily attached to or detached from the vehicle. The horse is brought nearer to the vehicle by reason of the thill being connected in rear of the axle, and it is obvious that the draft is brought to bear against the axle at this point, thus giving better results than in the ordinary construction. It is also apparent that when the horse is detached from the thills the latter will be supported above the ground and not drop thereon.

80 Having thus described my invention, what I claim is—

90 In a thill-coupling, the combination of the axle-clip having a horizontal end extension provided with notches in its opposite side edges, the thill, a thill-iron attached to said thill and bifurcated at one end to form curved arms extended beyond one end of the thill and detachably engaging in said oppositely-located notches, an antirattling-pad arranged

at the inner side of the thill, and a holder-clip having one side thereof clamped between the thill and the thill-iron and provided at opposite ends with flanges embracing opposite
5 sides of the pad and having intumed ends embedded in said pad, substantially as set forth.
In testimony that I claim the foregoing as

my own I have hereto affixed my signature in the presence of two witnesses.

JOHN SCHEIDLER.

Witnesses:

W. E. HODGMAN,
B. S. SPOFFORD.