

(No Model.)

J. V. MYERS.
THILL COUPLING.

No. 483,261.

Patented Sept. 27, 1892.

FIG. 1.

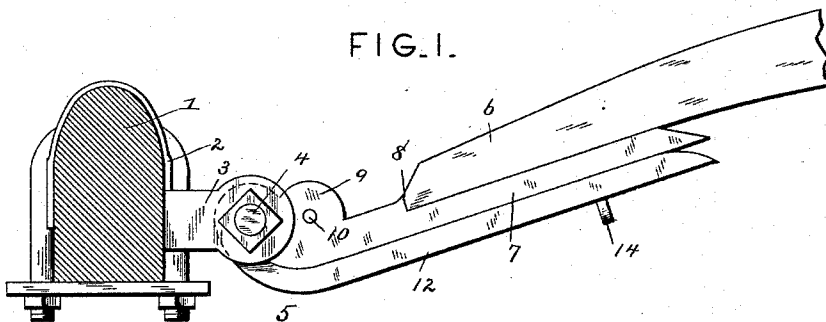


FIG. 2.

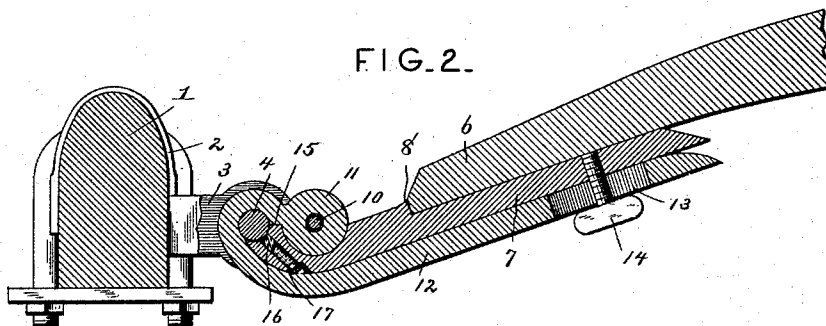


FIG. 3.

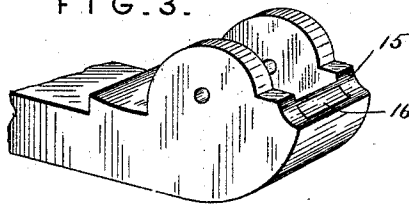
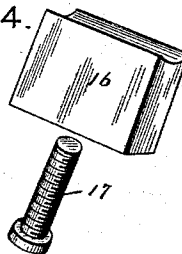


FIG. 4.



Witnesses.

Harry L. Anger
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UNITED STATES PATENT OFFICE.

JOHN V. MYERS, OF INDUSTRY, ILLINOIS.

THILL-COUPLING.

SPECIFICATION forming part of Letters Patent No. 483,261, dated September 27, 1892.

Application filed May 11, 1892. Serial No. 432,660. (No model.)

To all whom it may concern:

Be it known that I, JOHN V. MYERS, a citizen of the United States, residing at Industry, in the county of McDonough and State of Illinois, have invented a new and useful Thill-Coupling, of which the following is a specification.

The invention relates to improvements in thill-couplings.

The object of the present invention is to simplify and improve the construction of thill-couplings, to prevent noise and rattling, and to enable poles and shafts to be readily attached, detached, and interchanged.

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

In the drawings, Figure 1 is a side elevation of a thill-coupling constructed in accordance with this invention, the head of the locking-screw being turned transversely of the slot. Fig. 2 is a longitudinal sectional view, the head of the locking-screw being arranged longitudinally of the slot preparatory to opening the clip. Fig. 3 is a detail perspective view of the rear end of the thill-iron. Fig. 4 is a detail perspective view of the elastic block and screw.

Like numerals of reference indicate corresponding parts in all the figures of the drawings.

1 designates an axle, to which is secured an axle-clip 2, having forwardly-projecting ears 3 and connected by a coupling-bolt 4 with a clip 5 of a thill 6. The clip 5 is composed of a shaft-iron 7, having a shoulder 8 and provided with perforated ears 9, having hinged between them by a pintle 10 an ear 11 of an approximately-J-shaped movable section 12. The movable section 12 is provided at its front end with a longitudinal slot 13, through which when the sections of the clip are together is passed the head of a screw 14, which is adapted to be turned to bring its head transversely of the slot to secure the J-shaped section to the thill-iron, which forms the other section of the clip. The coupling-bolt is received within the bend or hook of the section 12, between the same and a concave shoulder 15, and to prevent noise or rattling an elas-

tic block 16 of rubber or other suitable material is employed. The elastic block 16 is arranged in a recess or socket in the rear end of the shaft-iron and is adapted to engage the lower side of the coupling-bolt, and is advanced against the same by a set-screw 17. The set-screw 17 is arranged in a threaded opening of the shaft-iron and is adapted to hold the elastic block in contact with the coupling-bolt and may be turned from time to time to compensate for the wear of the rubber block, which has its upper end concave to conform to the configuration of the bolt.

When it is desired to detach the thill from the axle, the head of the screw 14 is turned longitudinally of the slot to permit the hinged section 12 to be swung downward, and it may then be readily disengaged from the coupling-bolt.

It will be seen that the thill-coupling is simple and comparatively inexpensive in construction and that all noise and rattling is prevented.

What I claim is—

In a thill-coupling, the combination of an axle-clip having forwardly-projecting ears, a coupling-bolt, and a clip comprising a thill-iron provided on its upper face with upwardly-projecting ears and having a socket and a threaded opening communicating with the socket and provided with a concave shoulder, a J-shaped section provided at its hooked end with an ear pivoted between the said perforated ears and adapted to receive the coupling-bolt between its hooked or curved end and the concave shoulder, an elastic block arranged in said socket, a screw arranged in the threaded opening and adapted to force the elastic block against the coupling-bolt, and means for detachably locking the J-shaped section to the shaft-iron, substantially as described.

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

JOHN V. MYERS.

Witnesses:

W. D. BOTCHLETT,
C. W. GREENUP.