

(No Model.)

G. H. HOLZBOG & M. J. WEICKSLER.

THILL COUPLING.

No. 320,659.

Patented June 23, 1885.

Fig. 1.

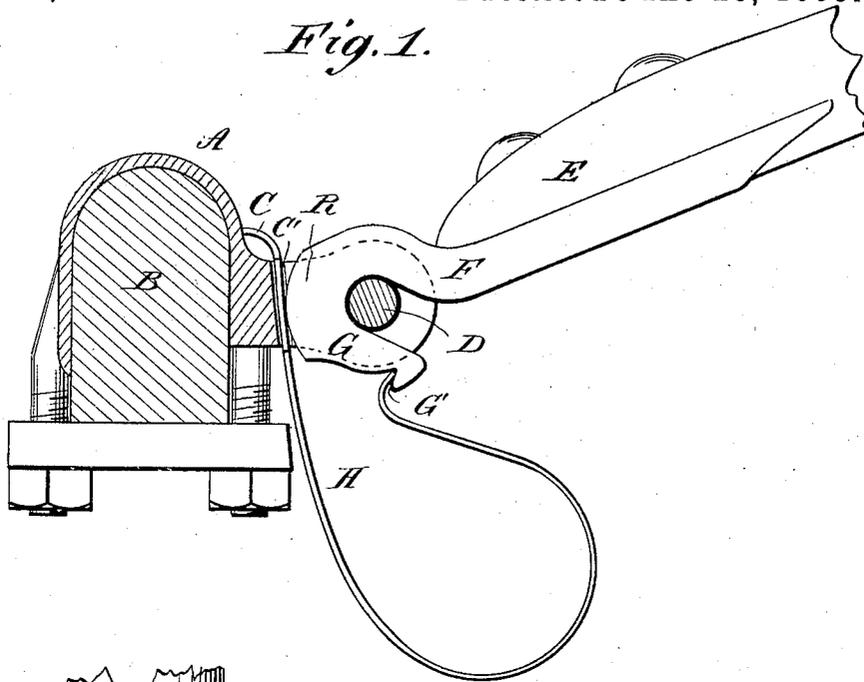


Fig. 2.

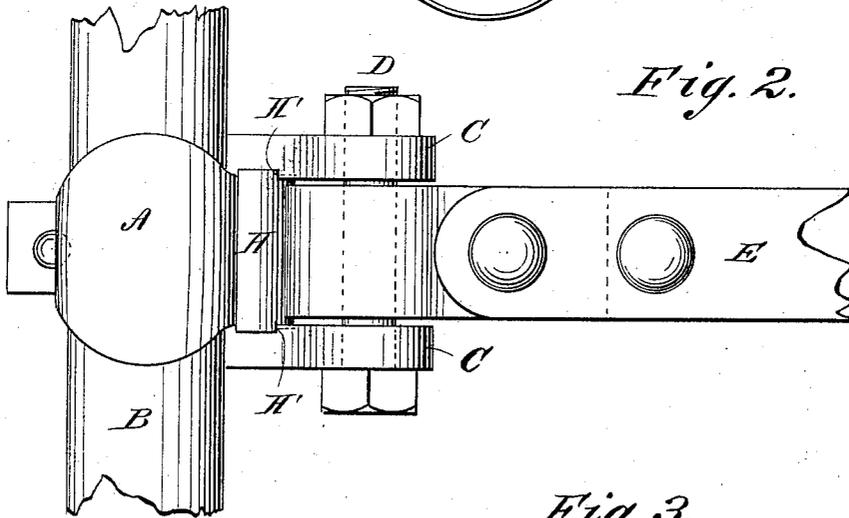
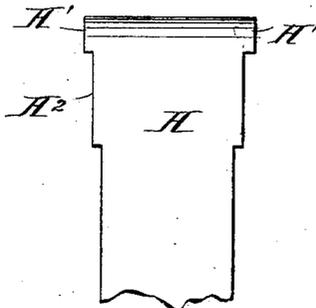


Fig. 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

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INDIANA.

THILL-COUPLING.

SPECIFICATION forming part of Letters Patent No. 320,659, dated June 23, 1885.

Application filed May 1, 1885. (No model.)

To all whom it may concern:

Be it known that we, GEORGE H. HOLZBOG and MATHIAS J. WEICKSLER, both residents of Jeffersonville, in the county of Clarke and State of Indiana, have invented a new and Improved Thill-Coupling, of which the following is a full, clear, and exact description.

The object of our invention is to provide a new and improved thill-coupling which is so constructed as to prevent rattling and accidental uncoupling.

The invention consists in a coupling-hook provided with a downwardly-projecting lug or tongue having a notch in its end for receiving the free end of a spring held on the axle-clip.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a longitudinal sectional elevation of our improved thill-coupling. Fig. 2 is a plan view of the same. Fig. 3 is a front end view of the spring.

The clip A is secured on the axle B in the usual manner, and from the same two lugs or jaws, C, project, which are united at their outer ends by a bolt, D. On the inner end of the thill E a hook, F, is secured, from which a lug or tongue, G, projects downward, and is provided with a notch, G', near its lower end in the rear surface. A spring-strip, H, of such width as H² that it fits between the jaws C in the grooves C' in the same, is provided with a projection, H', at its top on each side edge, said projections resting on the top edges of the jaws C, and thus preventing the spring from dropping down between said jaws. The lower end of the spring H is bent in the shape of the letter S, the end of which rests in the notch or recess G' of the lug G. The spring H

presses the hook F firmly against the bolt D, and thus prevents rattling.

The hook F is provided at its back with a cam-projection, R, which is pressed against the upper end of spring H, and thus assists in holding the said spring in place. The base of the hook is so near the clip that the horse, by backing, cannot remove the hook. The spring, besides preventing rattling, supports the greater part of the weight of the thills, which is thus taken from the horse.

Having thus fully described our invention, we claim as new and desire to secure by Letters Patent—

1. A thill-coupling hook having a downwardly-projecting lug, provided in its lower end with a notch or recess for receiving the end of a spring, substantially as herein shown and described.

2. The combination, with an axle-clip provided with jaws, and a bolt held in the said jaws, of a thill-coupling hook having a downwardly-projecting prong provided with a recess, and of a spring held between the jaws of the clip and having its free end resting in the recess in the said hook, substantially as herein shown and described.

3. The combination, with the clip A, having jaws C and the bolt D, of the spring H, held between the jaws C, and having lateral projections H' at its upper end, which spring has its lower end curved, and the coupling-hook F, having a downwardly-projecting lug, G, provided with a recess or notch, G', at its lower end, substantially as herein shown and described.

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Witnesses:

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