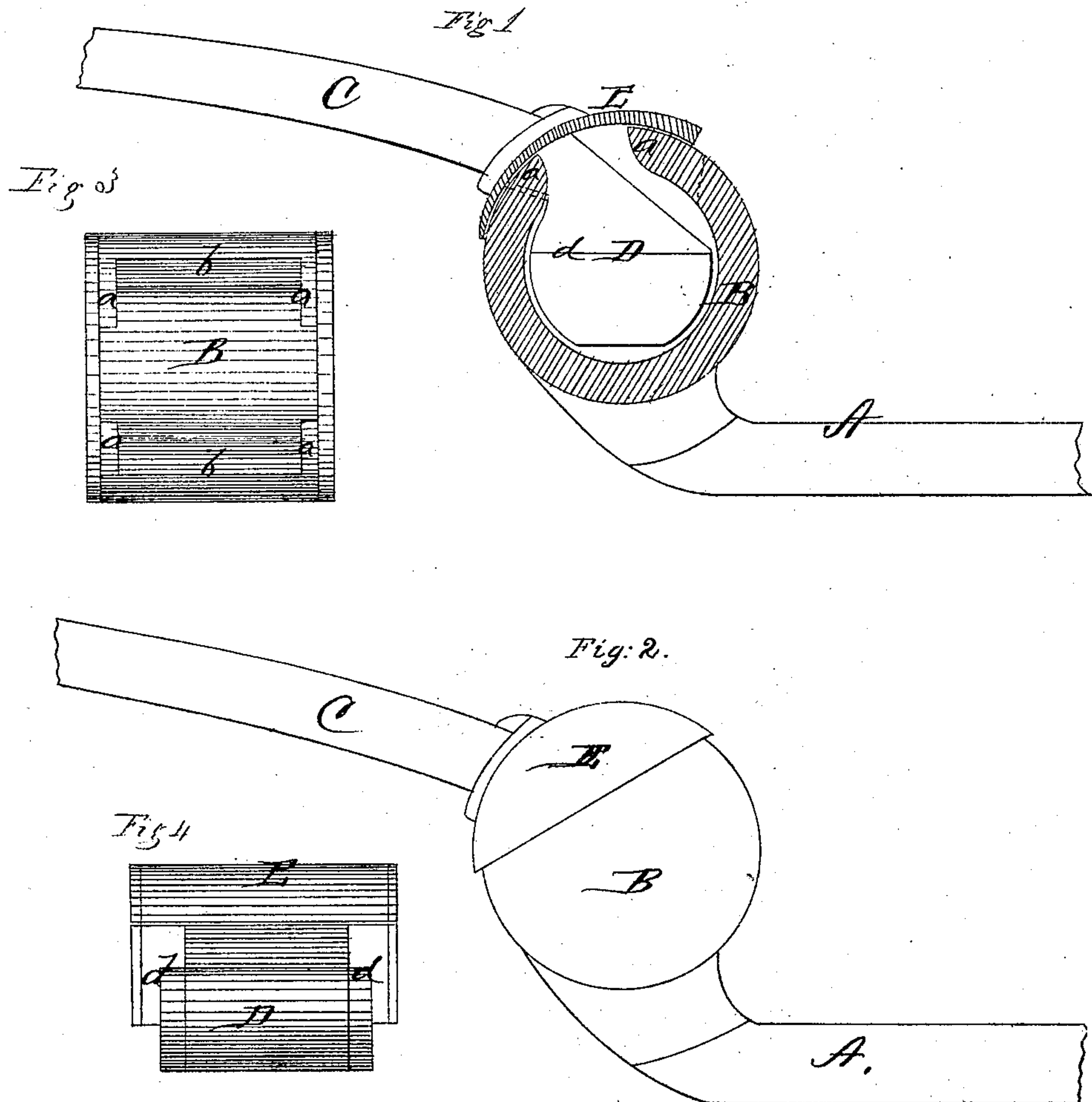


G. W. DUBUISSON.

Thill Coupling.

No. 102,099.

Patented April 19, 1870.



Witnesses
John M. Sloops
C. L. Everett.

Inventor.
Geo. W. Dubousson
per Alexander Mason
Atty

United States Patent Office.

GEORGE W. DUBUISSON, OF NORWICH, CONNECTICUT.

Letters Patent No. 102,099, dated April 19, 1870.

IMPROVED THILL-COUPLING.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, GEORGE W. DUBUISSON, of Norwich, in the county of New London and in the State of Connecticut, have invented certain new and useful Improvements in Thill-Couplings; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the construction and arrangement of a "thill-coupling," as will be hereinafter fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawings, in which—

Figure 1 is a longitudinal vertical section; and

Figure 2, a side view of the entire coupling.

Figure 3 is a plain view of the box in which the shaft-iron is placed; and

Figure 4 is a rear view of the shaft-iron.

A represents the iron which is fastened by a clip, or other suitable means, to the axle. This iron is, at its outer end, provided with a box, B, which is round and open on top, with flanges *a a* extending on each side, as shown in fig. 3, leaving in the centre, both at front and rear, a recess, *b*, for the thill-iron to move in.

The thill-iron *c* is provided at its rear end with a flanged block, D, so constructed that the flanges *d d* on the same will fit between the flanges *a a*, in the mouth of the box B, and when entirely inserted it will turn around within said box, the thill-iron itself, or rather the front end of the block, will fit and move freely in the recess *b*.

On the thill-iron *c* is secured a cap, E, which fits and covers the opening in the box or cup B.

The advantages of this coupling are the ease with which the thill is dropped into or detached from the cup, and, when dropped, is held securely.

The box or cup B is so arranged that it will hold a sufficient quantity of oil for six months' use, or longer.

The cap or cover E prevents sand from being thrown into the cup, either from the horse's feet or from the wheel.

Working in oil there can be no perceptible wear and consequently no rattling, doing away with bolts, springs, and rubber-backing to take up wear.

It will be noticed that in lifting the thill the centre is shifted, and the back part of the cap does not fit closely, but sufficiently so to protect the oil-cup from dirt getting in.

Having thus fully described my invention,

What I claim as new, and desire to secure by Letters Patent, is—

1. The thill-iron C, provided with flanged block D and cap E, substantially as and for the purposes herein set forth.

2. The combination of the cup B with flanges *a a* and recesses *b b*, thill-iron *c*, with flanged block D and cap E, all constructed and arranged substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand and seal this 26th day of February, 1870.

GEO. W. DUBUISSON. [L. S.]

Witnesses:

E. FULLER,

E. B. ALLEN.