

(No Model.)

G. F. THOMPSON.

THILL COUPLING.

No. 281,583.

Patented July 17, 1883.

Fig. 3.

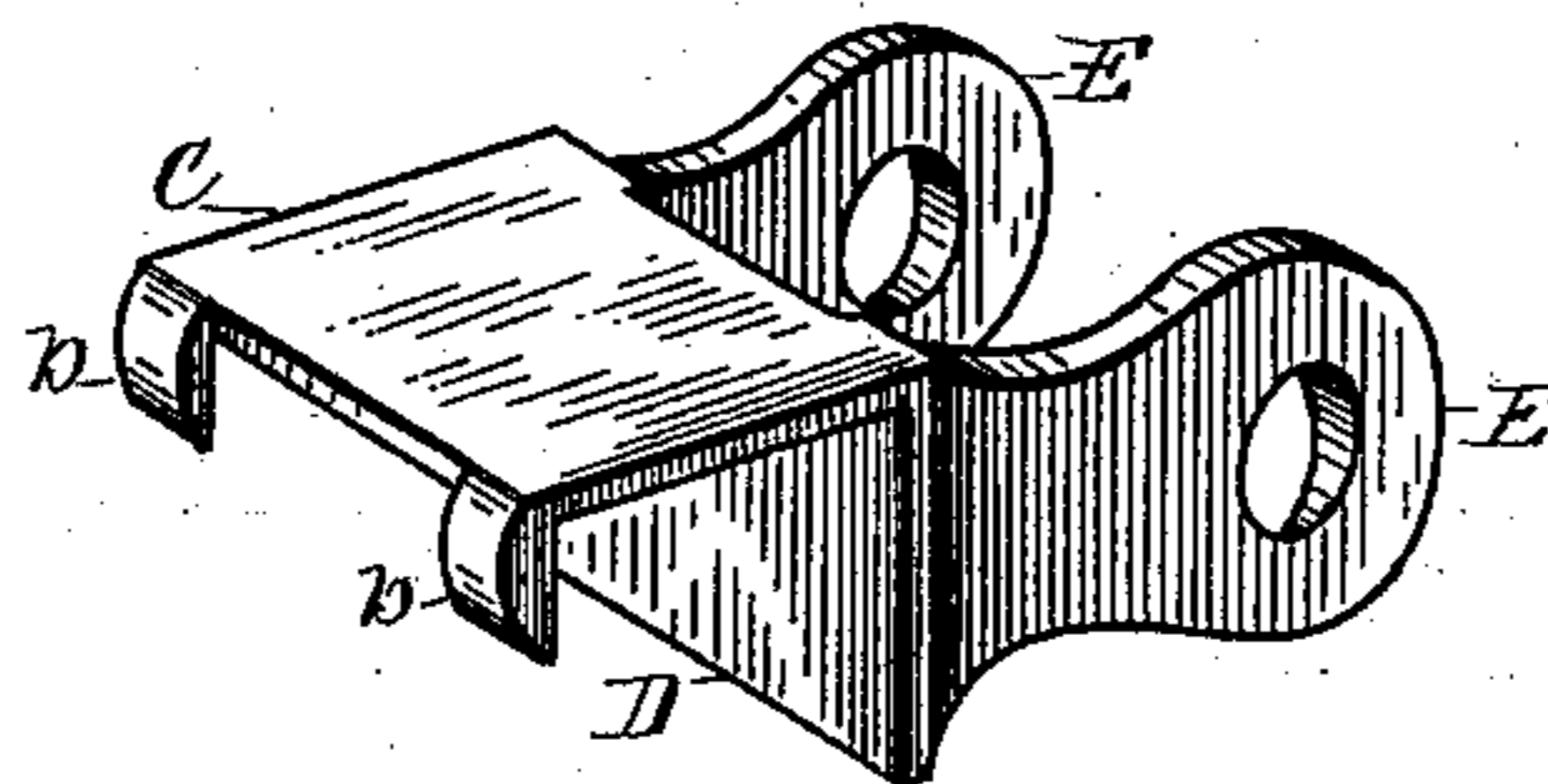


Fig. 1.

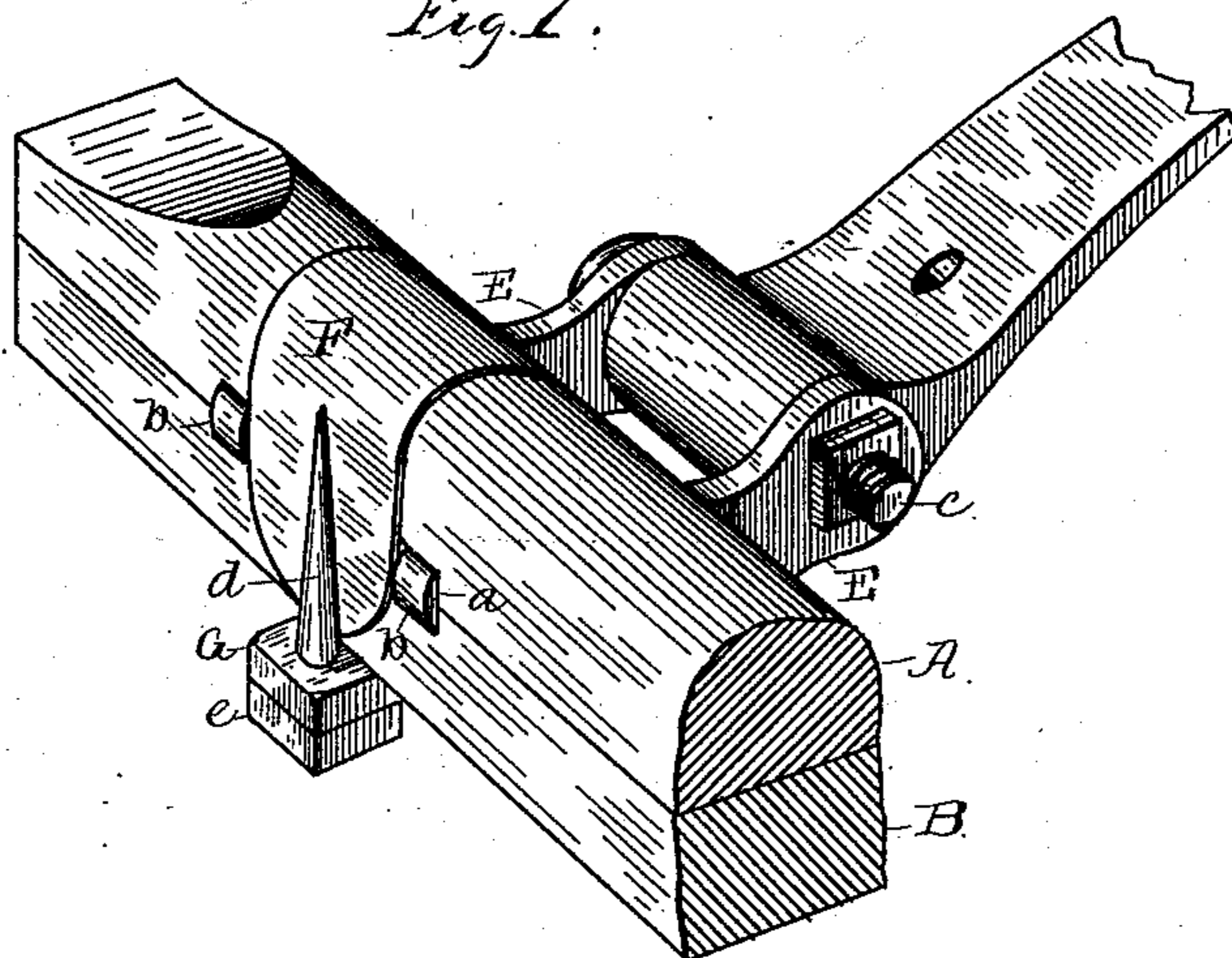
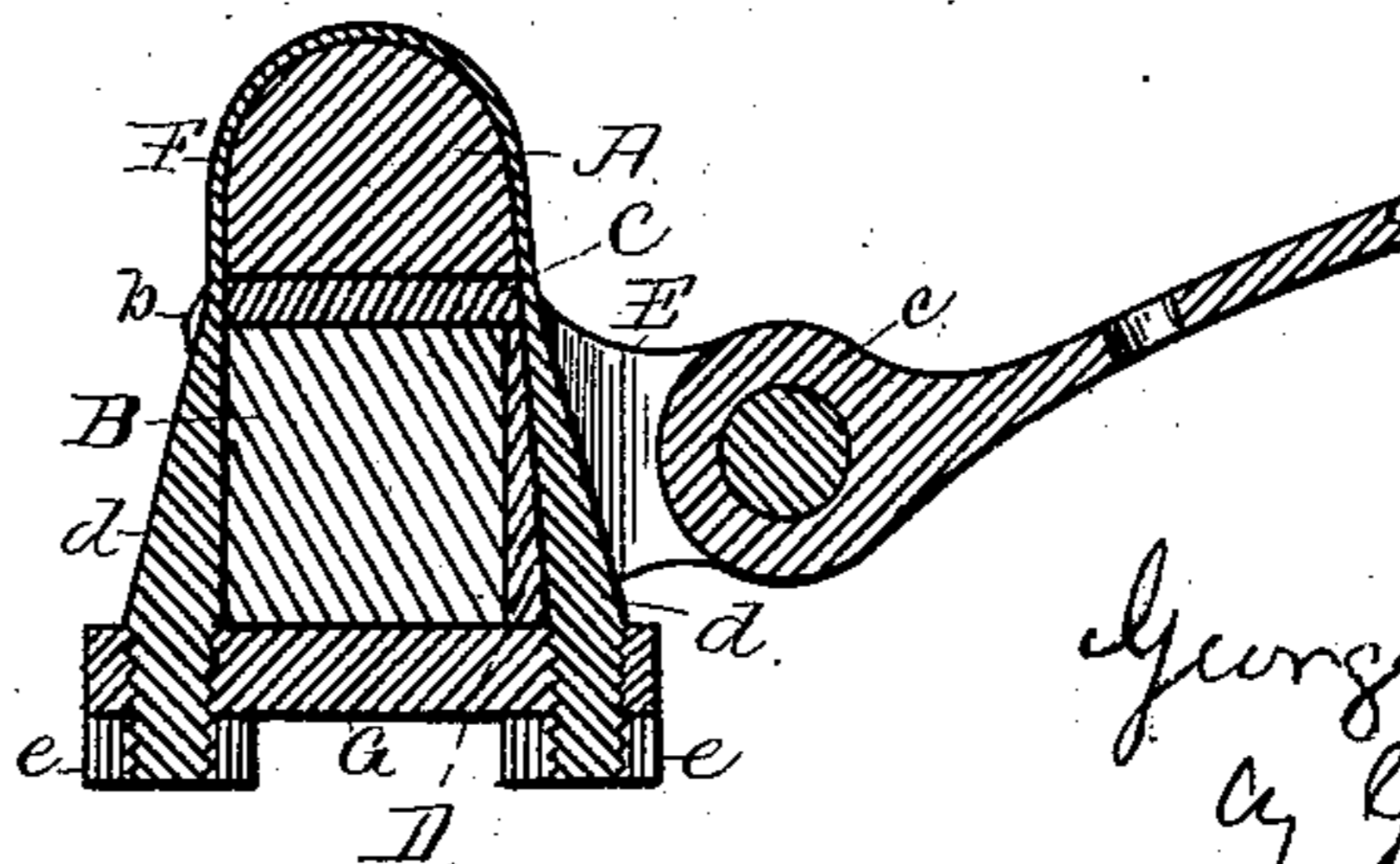


Fig. 2.



Witnesses;
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UNITED STATES PATENT OFFICE.

GEORGE F. THOMPSON, OF OSHKOSH, WISCONSIN.

THILL-COUPLING.

SPECIFICATION forming part of Letters Patent No. 281,583, dated July 17, 1883.

Application filed March 31, 1883. (No model.)

To all whom it may concern:

Be it known that I, GEORGE F. THOMPSON, of Oshkosh, in the county of Winnebago and State of Wisconsin, have invented a new and useful Improvement in Thill-Couplings; and I do hereby declare that the following is a full and exact description of the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

This invention relates to an improvement in thill-couplings, and is adapted to be applied to different sizes of axles, and to be readily removed and replaced by another when so worn as to be unfit for use.

It consists in inserting between the two sections of the axle a bracket or other suitable device, to which the thills or shafts are coupled, and in firmly securing such device by means provided on its inner or that end passing through the axle, and by the ordinary clip, as will be hereinafter described, and designated in the claims.

For a better understanding of my invention reference may be had to the accompanying drawings, in which—

Figure 1 is a perspective view of an axle and thill coupled in accordance with my invention; Fig. 2, a vertical transverse section through the same, and Fig. 3 a view in detail of the device constructed in accordance with my invention.

Like letters of reference indicate corresponding parts in each figure.

A and B represent the two sections composing the axle. The upper section, A, which usually is made of wood, is provided on its under surface with a depression or recess, *a*, of a proper or sufficient width and depth to admit a portion of the bracket C, which is inserted between the two sections of the axle. This portion of the bracket passing between the two sections of the axle is provided on its inner end, as shown, with two downwardly-projecting hooks, *b b*, which clasp firmly the lower section, B, usually constructed of iron. On the front end of the bracket C, and at a right angle to the portion passing through the axle, is an extension-plate, D, provided, as shown, with two forwardly-projecting ears, E E, between which the thill or pole iron is pivoted by means of the bolt *c*. The bracket C, thus described, is formed complete at one casting or forging, and when properly inserted between the two sections of the axle is se-

curely held in its position by means of the clip F, which is passed over the axle and between the hooks and ears of the bracket. This clip is formed at both ends with the usual bolts, *d d*, which pass through the plate or strip G on the under side of the axle, and are provided with nuts *e e*, by means of which the two sections of the axle and the bracket C are firmly clamped together.

It will be manifest from the foregoing description of the bracket that it could be constructed in a variety of ways without materially affecting its purpose. For instance, the ears E E could be cast with bolts passing through the axle and secured by nuts on the other side; or the hooks *b b* could be made to extend entirely across that portion with which they are cast, or could be forged with the hooks extending out straight and afterward bent up, so as to fit any size of axle, and other numerous modifications could be made; but the present form will be found the most preferable, as it is best adapted to the accommodation of the ordinary clip, and is the simplest, cheapest, and most durable.

As will be apparent, no mechanical skill is required in applying this device to the axle, nor is its application confined to a certain size of axle, but, on the contrary, it can be affixed to any axle with but little change in the same, and with but little time and labor.

What I claim, and desire to secure by Letter Patent, is—

1. A coupling device cast in one piece and inserted between the two sections of an axle, and firmly secured in its position by means of a clip, substantially as and for the purpose set forth.

2. The combination, with an axle, as described, of a bracket inserted between the two sections of the same, and securely held therein by means of hooks cast or forged with said bracket, and a clip passing over the axle, between said hooks and the ears of the bracket, substantially as described and shown.

3. The bracket C, cast or forged in one piece with the hooks *b b*, extension-plate D, and the ears E E, substantially as described and shown.

In testimony whereof I affix my signature in presence of two witnesses.

GEORGE F. THOMPSON.

Witnesses:

F. W. HOUGHTON,
F. C. HADDOCK.