

(No Model.)

O. C. MEHURIN.

THILL COUPLING.

No. 293,341.

Patented Feb. 12, 1884.

Fig. 1.

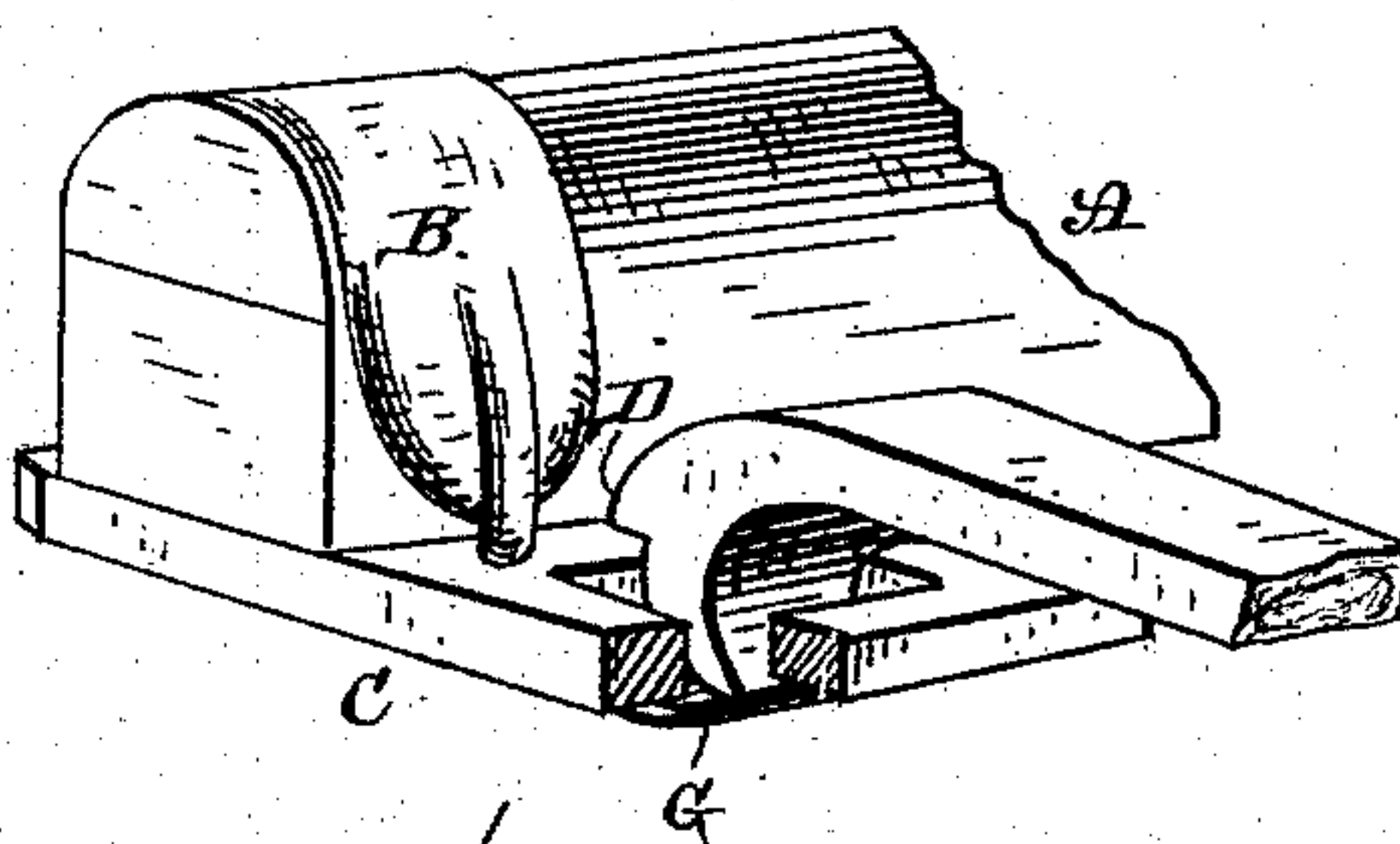
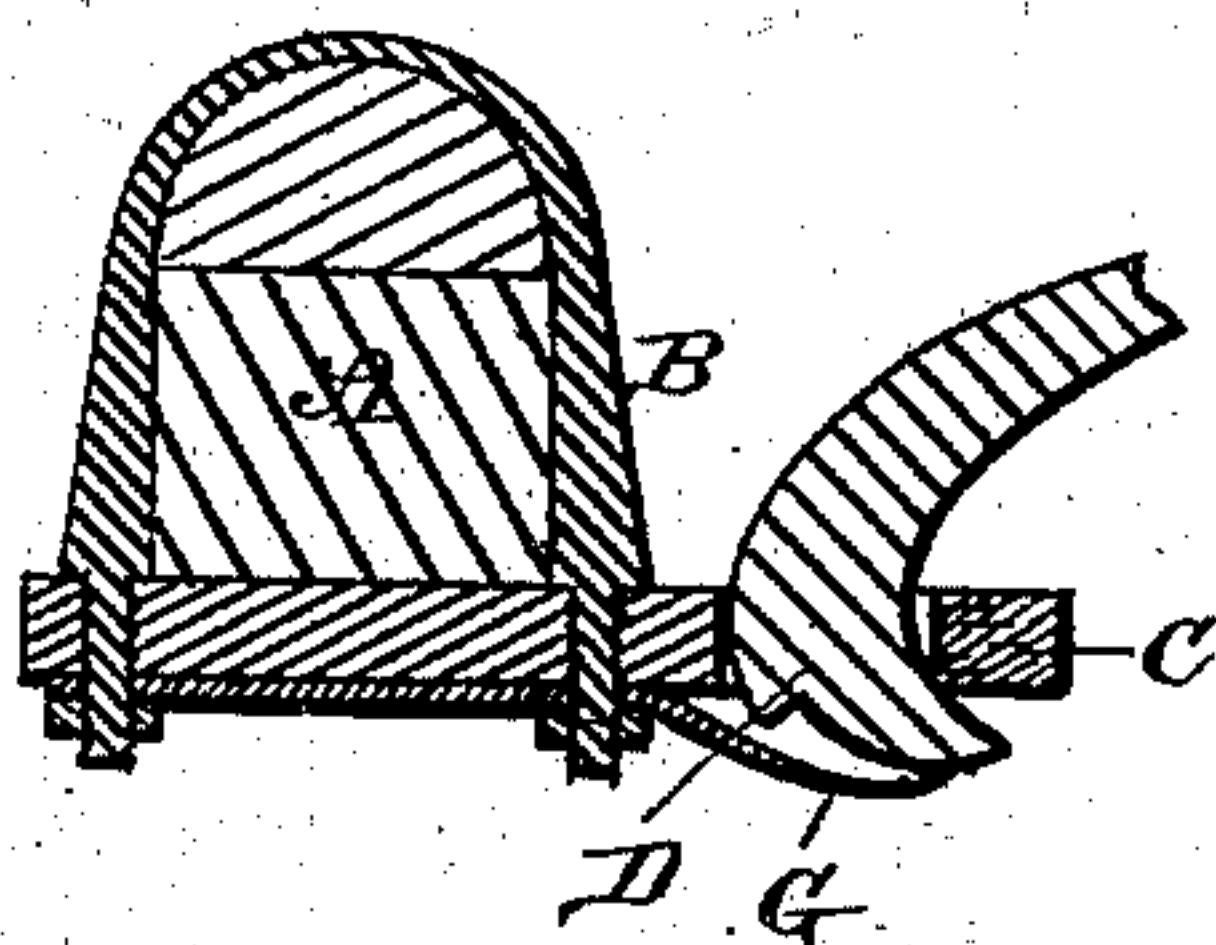


Fig. 2.



-Witnesses.-

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UNITED STATES PATENT OFFICE.

OSCAR C. MEHURIN, OF NEWARK, OHIO.

THILL-COUPLING.

SPECIFICATION forming part of Letters Patent No. 293,341, dated February 12, 1884.

Application filed June 28, 1883. (No model.)

To all whom it may concern:

Be it known that I, OSCAR C. MEHURIN, of Newark, in the county of Licking and State of Ohio, have invented certain new and useful
5 Improvements in Thill-Fastenings; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being
10 had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in thill-fastenings; and it consists in the combination of a perforated draft-plate, which is at-
15 tached directly to the clip, the shaft-iron which has its rear end formed into an eccentric, and a spring which bears against the rear end of the shaft-iron, to prevent rattling, as will be more fully described hereinafter.

20 The object of my invention is to provide a thill-coupling which is cheap in construction and simple in operation, and one which will allow the shafts to be attached and detached in a moment.

25 Figure 1 is a perspective of a thill-coupling embodying my invention, a portion of the draft-plate being broken away. Fig. 2 is a vertical section of the same, showing the parts in position while the shafts are in use.

30 A represents the axle, B the clip, and C the draft-plate, which is secured directly to the clips in the usual manner. Through the front end of this draft-plate is made an opening large enough to readily admit the rear end of
35 the shaft-iron. The shaft-iron has its rear end made cam-shaped, as shown, with the greatest thickness at the shoulder D. From the shoulder the iron is curved to a point, as shown. This iron is reduced in thickness at the shoul-
40 der, for the purpose of allowing it to be passed more readily through the opening in the draft-plate. When the shafts have their front ends resting on the ground, the iron rises upward, so that the shoulder D rises slightly above the
45 top of the draft-plate, as shown in Fig. 1. When, however, the shafts are in use, or when

their front ends are raised upward and are drawn forward, the rear end of the iron is forced down through the draft-plate, as shown in Fig. 2.

50 The object of the shoulder D is to pass into the opening of the clip, so as to fill it snugly when the thills are in use, and to clear the opening upon the end when the thills are down and the shafts are to be removed. Below this
55 shoulder the thill-iron is simply tapered to a point. The shoulder, being turned down, presses on the spring and places it under tension. Also, secured directly to the clip, under-
60 neath the draft-plate, is the spring G, which has its front end to bear against the shaft-iron, to prevent rattling while the vehicle is in motion. This spring has its front end curved, as shown, and when the rear end of the shaft-
65 iron is forced down through the draft-plate, the spring presses upward against it with sufficient force to prevent the slightest rattling.

When it is desired to detach the shafts from the vehicle, it is only necessary to drop the
70 front end of the shafts upon the ground, when the shaft-iron will rise upward, as shown in Fig. 1. By raising upward and pulling slightly backward, the shafts can be at once detached, and can be as readily attached again.

Having thus described my invention, I
75 claim—

The combination, in a thill-iron having on its rear end the downwardly-projecting hook or cam, and provided on its rear end or convex
80 surface with a shoulder, of a draft-plate, C, having an opening through it just large enough to admit the thill-iron, and the spring G, which bears against the thill-iron, the parts being constructed and arranged to operate
85 substantially as shown.

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

OSCAR C. MEHURIN.

Witnesses:

HOOVER FRANKLIN,
GEO. F. FRANKLIN.