

(No Model.)

O. M. RAUGH.

THILL COUPLING.

No. 316,483.

Patented Apr. 28, 1885.

Fig. 1

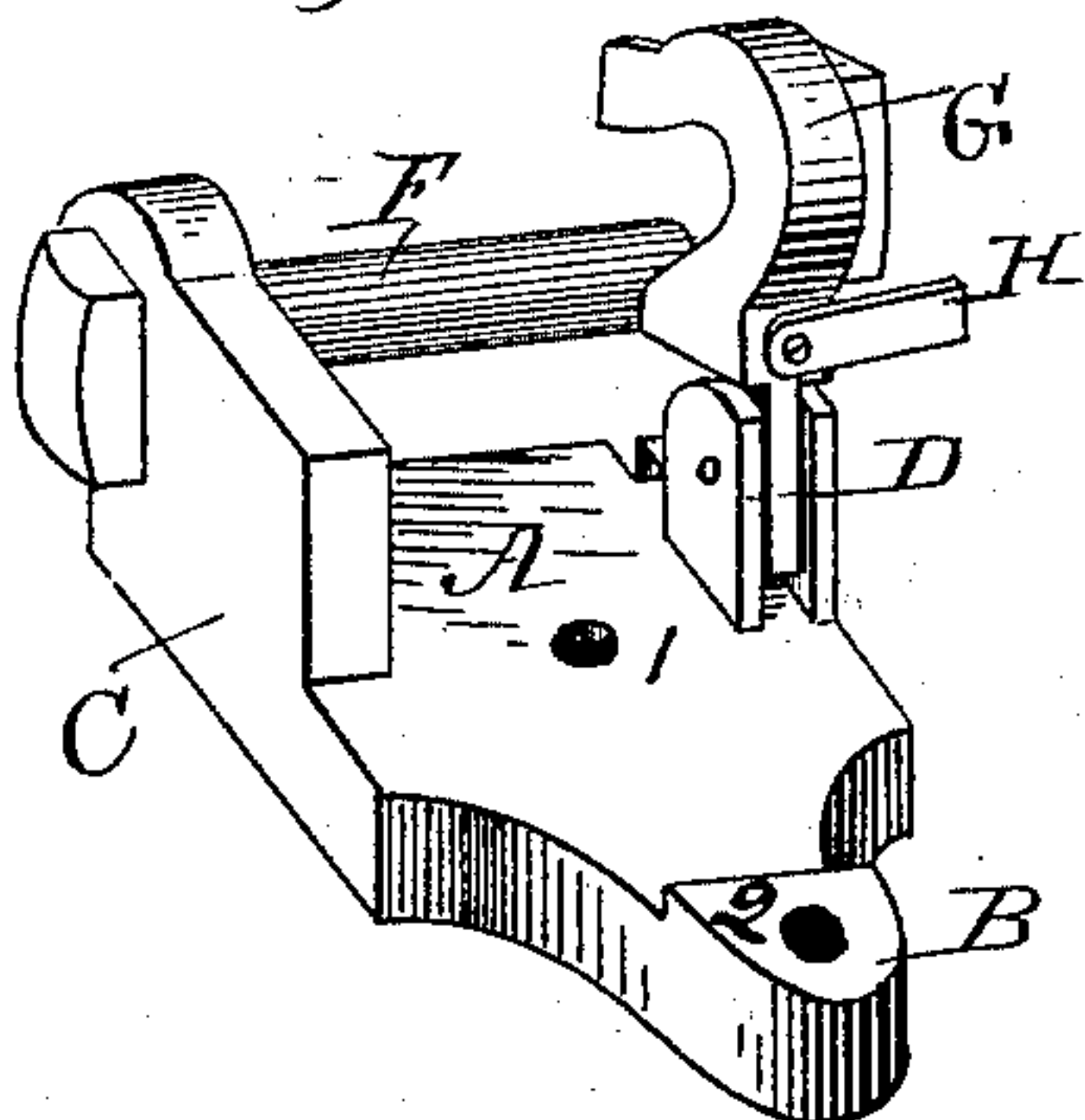


Fig. 2

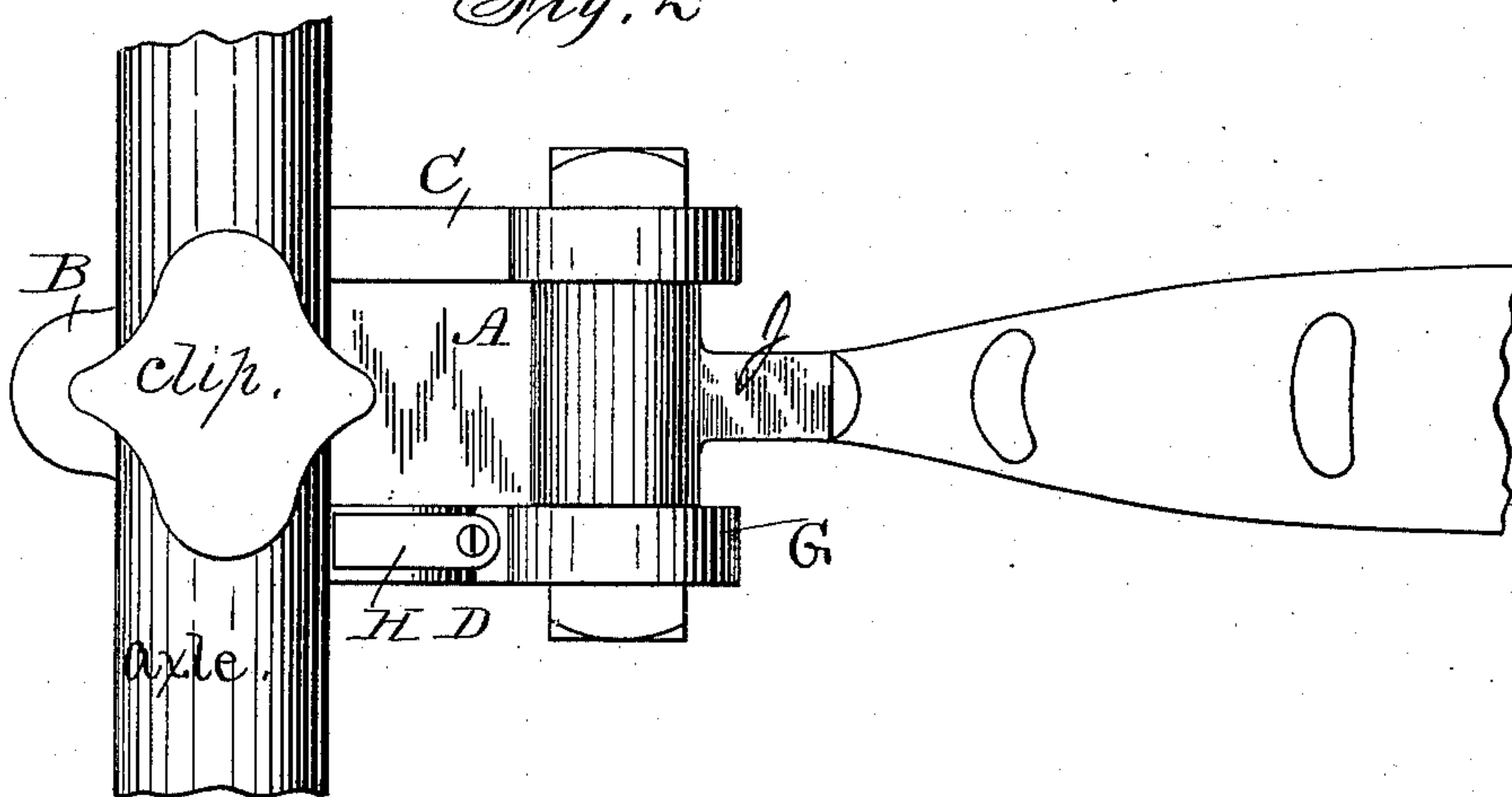
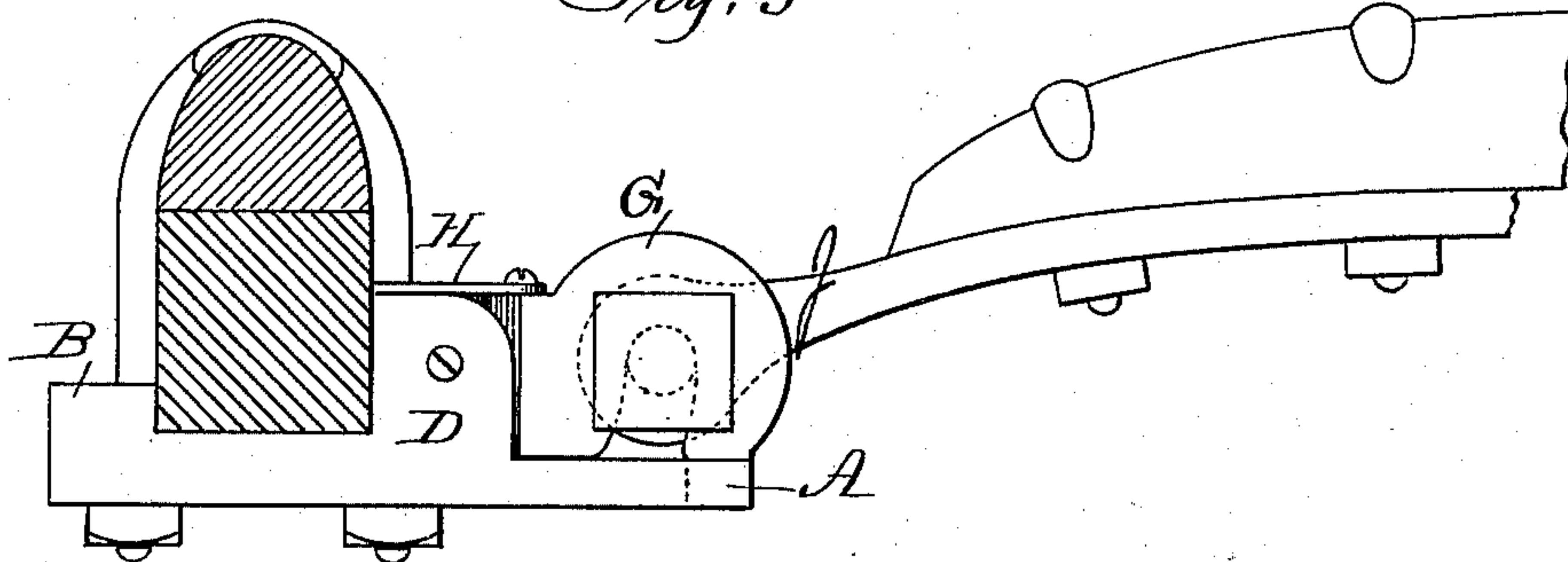


Fig. 3



Witnesses:
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UNITED STATES PATENT OFFICE.

OLIVER M. RAUGH, OF NEWTON, IOWA.

THILL-COUPLING.

SPECIFICATION forming part of Letters Patent No. 316,483, dated April 28, 1885.

Application filed January 14, 1885. (No model.)

To all whom it may concern:

Be it known that I, OLIVER M. RAUGH, of Newton, in the county of Jasper and State of Iowa, have invented a new and useful Thill-Coupling, of which the following is a specification.

My invention relates to the manner of securing a detachable thill-iron to a fixed pintle in a coupling adapted for attaching and detaching interchangeable shafts and poles on vehicles. Heretofore a fixed iron on a clip has had a pintle extending horizontally therefrom and a hinged jaw adapted to swing horizontally and laterally relative to the fixed jaw and pintle.

My invention consists in the construction and combination of a hinged section of a jaw or draw-bar and a latch device with a clip having a fixed jaw and fixed pintle, as hereinafter set forth, in such a manner that the hinged section will move vertically to admit the thill-iron to be placed upon the pintle and then drop, by force of gravity, upon the end of a pintle to prevent any lateral movement of the thill-iron, while the latch is moved laterally to prevent any vertical movement of the hinged jaw-section.

Figure 1 of the accompanying drawings is a perspective view of my coupling-iron having a fixed pintle and two latches. Fig. 2 is a top view, and Fig. 3 a side view, showing the coupling-iron fixed to a section of an axle and a thill-iron detachably connected therewith as required for practical use on a vehicle.

Jointly considered, these figures clearly illustrate the construction, application, operation, and utility of my complete invention.

A represents the base of a coupling-iron.

B is a shoulder at its rear and small end, and C a vertical flange at its edge, the rear end of which flange is designed to abut against an axle when placed on top of the base and against the shoulder of C.

D is a bifurcated projection on the opposite edge of the base, and its rear end will also come in contact with the axle.

F is a pintle extending inward horizontally from the front end of the flange C. It is preferably made of wrought metal, and placed in the mold and cast fast to the coupling-iron, but may be fixed thereto in any suitable way.

G is a latch hinged to the projection D. It has a cavity in its inside that will allow it to

be turned down to inclose the free end of the pintle F, and it also has a projection at its extremity that will enter a slot or perforation in the front corner of the base A, to aid in uniting the latch firmly with the base.

H is a second latch, pivoted on top of the latch G in such a manner that it can be extended at right angles therefrom, as shown in Fig. 1.

J represents a thill-iron that has a tubular T-end, adapted to be placed upon the fixed pintle F.

To connect shafts or poles that are provided with such thill-irons with a vehicle having my coupling-irons attached, I simply adjust the latches G and H so that they will allow the tubular T-ends of the thill-irons to be slipped upon the fixed pintles by a lateral motion. I then turn down the latches G over the ends of the pintles and move the latches H horizontally to place them parallel with the top edges of the projections D. The latches H will then prevent the latches G from vertical motion relative to the pintles, and the latches G will prevent the thill-irons from any lateral movement upon the pintles, while the thill-irons will be free to swing upon the pintles to which they are thus secured.

Reverse movements of the two latches allows the thill-irons and shafts or poles connected therewith to be moved laterally and detached from the vehicle whenever desired. No wrench or tool is required to attach or detach, because the latches can be readily adjusted by hand-pressure, and no packing or springs are required to prevent rattling.

Nos. 1 and 2 are perforations in the iron A, through which the screw-threaded ends of the clips are passed to secure the coupling to an axle.

I claim as my invention—

The improved thill-coupling, composed of a base, A, B, having perforations 1 and 2, a vertical flange or draw-iron, C, having a fixed pintle, F, a projection, D, having a latch, G, hinged thereto, a latch, H, pivoted to the latch G, and a thill-iron having an eye or tubular T-end, to operate in the manner set forth, for the purposes stated.

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Witnesses:

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