(No Model.)

S. S. TAYLOR.

THILL COUPLING.

No. 341,521. Patented May 11, 1886.

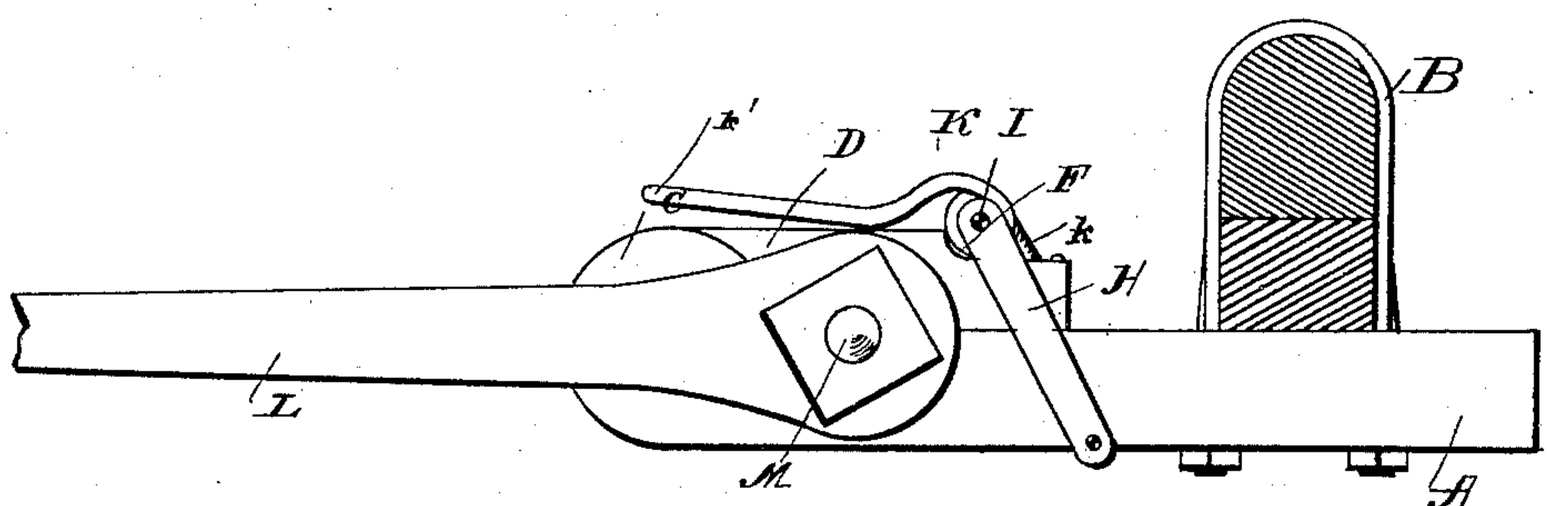


Fig. 1.

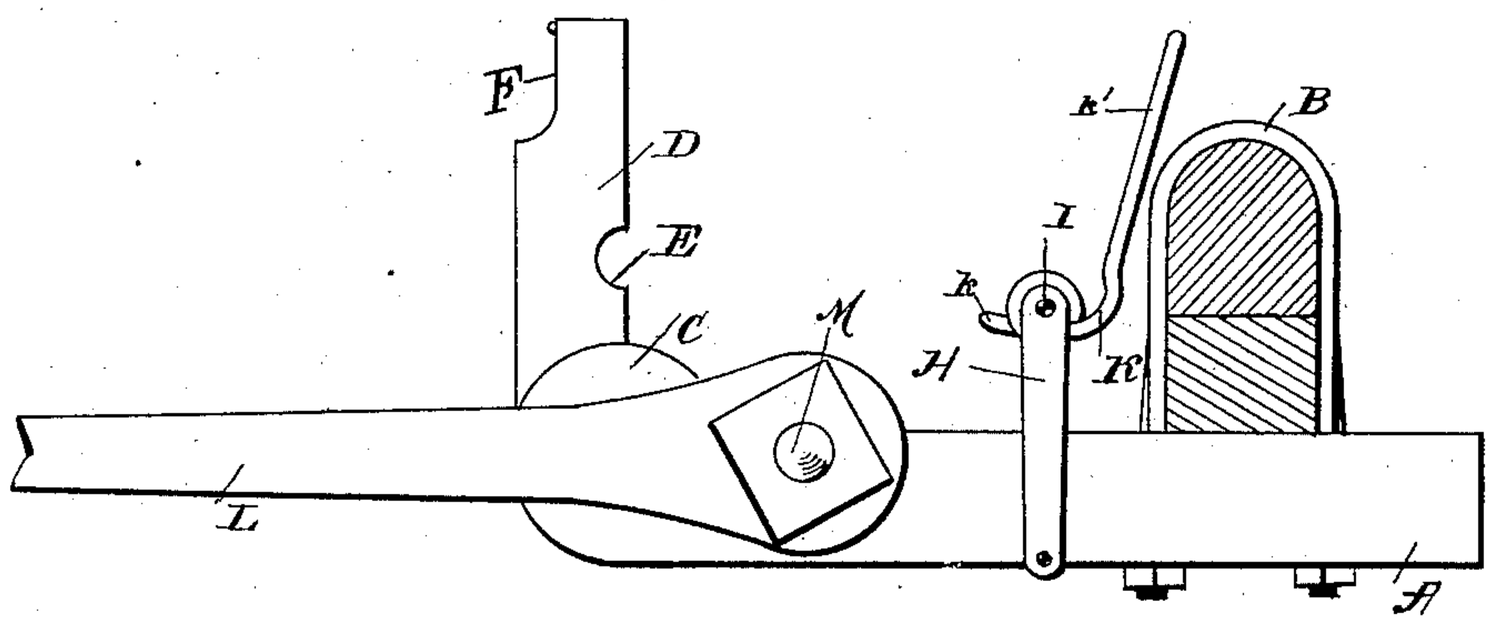
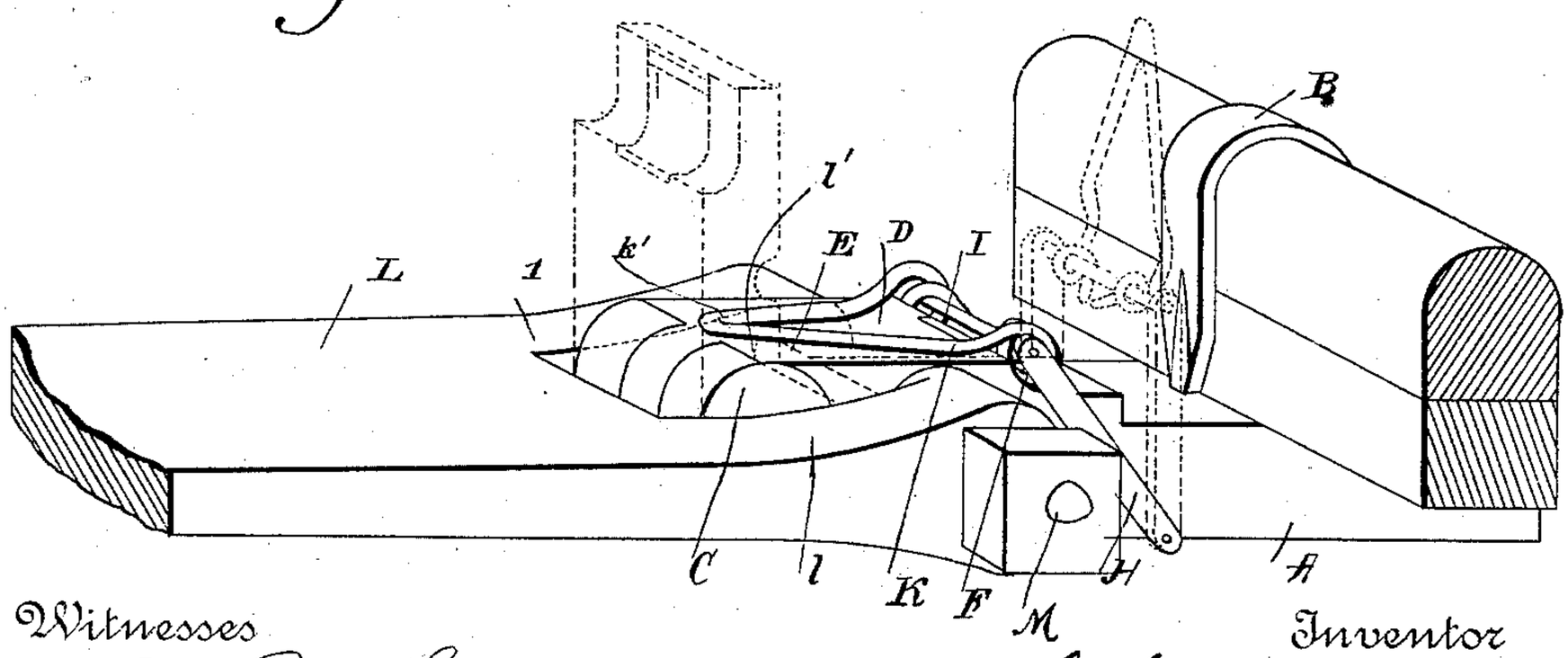


Fig. 2.

Fig. 3.



Witnesses

James M. Colton.

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UNITED STATES PATENT OFFICE.

SAMUEL S. TAYLOR, OF SCHOOLEY'S MOUNTAIN, ASSIGNOR OF TWO-THIRDS TO HUGH E. TAYLOR, OF WASHINGTON TOWNSHIP, AND WILLIAM H. DRAKE, OF HACKETTSTOWN, NEW JERSEY.

THILL-COUPLING.

SPECIFICATION forming part of Letters Patent No. 341,521, dated May 11, 1886.

Application filed March 25, 1886. Serial No. 196,555. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL S. TAYLOR, a citizen of the United States, residing at Schooley's Mountain, in the county of Morris and State of New Jersey, have invented a new and useful Improvement in Thill-Couplings, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to an improvement in thill-couplings; and it consists in the peculiar construction and combination of devices, that will be more fully set forth hereinafter, and particularly pointed out in the claims.

In the drawings, Figure 1 is an elevation of a thill-coupling embodying my invention, in position for coupling the thills to the axle. Fig. 2 is a similar view showing the coupling in position for releasing the thills. Fig. 3 is a perspective view of my invention.

A represents a bar, which is secured to the front axle by means of the usual clip, B. The said bar extends forwardly from the axle for a suitable distance, and is provided at its outer end with an enlarged rounded head, C, to which is pivoted an arm, D, which is adapted to fold against the upper side of the bar A and lie parallel therewith. A transverse opening, E, extends through the bar A, one half of the said opening being made in the said bar, and the other half being made in the arm D. In the free end of the arm D, on the upper side thereof, is made a notch, F.

H represents a pair of links, which are arranged on opposite sides of the bar A and have their lower ends pivoted to the said bar, and the upper ends of the said links are connected by a transverse pin or bar, I, on which is fulcrumed a spring-catch, K. This catch is provided at one end with an engaging-arm, *k*, for engaging with the notch F of the arm D, and has an outwardly-extending lever-arm, *k'*, by means of which the catch may be disengaged from the notch, in order to release the arm D.

As the links H are pivoted to the bar A, it will be readily understood that their upper ends may be moved either forwardly or rearwardly, to enable the spring-catch to either engage or disengage the arm D.

L represents the draft-iron of the thills, the rear end of which is bifurcated, forming arms *l*, which are adapted to extend on opposite sides of the arm D and the arm A, and through the rear ends of the said arms are made aligned openings *l'*, to receive a transverse coupling-bolt, M.

In order to couple the thills to the front axle, the spring-catch is first moved out of engagement with the notch in the arm D, and the latter is swung upwardly and outwardly from the upper end of the bar A. The draft-iron then has its arms L passed over the upper end of the arm D, and the coupling-bolt M is caused to engage the lower section of the opening E, formed in the bar A. The arm D is then closed upon the upper side of the bar A, so as to secure the coupling-bolt between the said bar and arm. The upper ends of the links H are moved forwardly, and the arm *k'* of the spring-catch is moved downwardly against the upper side of the arm D, causing the arm *k* of the said catch to engage the notch in the free end of the arm D, and thereby lock the said arm securely in place, as shown in Fig. 2, and thus prevent the thills from becoming uncoupled.

A thill-coupling thus constructed is cheap and simple, is very durable, is not likely to get out of order, prevents the coupling-bolt at the inner end of the thills from working in the coupling, and thus prevents rattling thereof, and permits the thills to be readily attached to or disconnected from the vehicle.

Having thus described my invention, I claim—

1. The combination, in a thill-coupling, of the bar A, the arm D, pivoted thereto, and adapted to fold against the said bar, for the purpose set forth, the links H, pivoted to the bar A, and the spring-catch pivoted between the free ends of the said links, the said spring-catch having the arm *k* and the outwardly-extending lever-arm *k'*, substantially as described.

2. The combination, in a thill-coupling, of the bar A, the arm D, pivoted to the outer end thereof, and adapted to fold against the said bar and secure the coupling-bolt of the thill between the said bar and arm, and having the

notch in its free end, the links H, pivoted to the bar A, and carrying the spring-catch K, the said catch having the arm *k*, for engaging with the notch in the arm D, and the outwardly-extending lever-arm, *k'*, for the purpose set forth, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

SAMUEL S. TAYLOR.

Witnesses:
W. S. RITTENHOUSE,
JAMES FISHER.