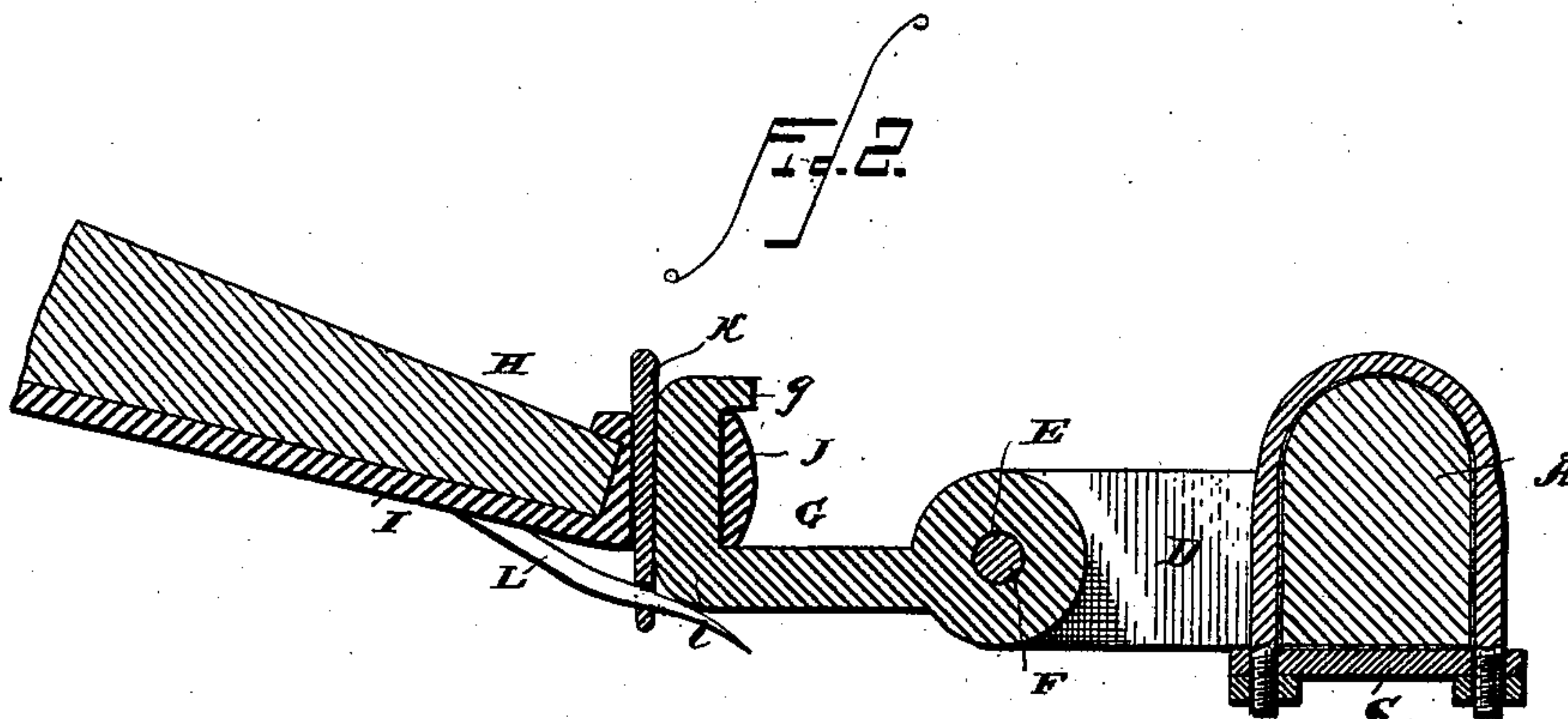
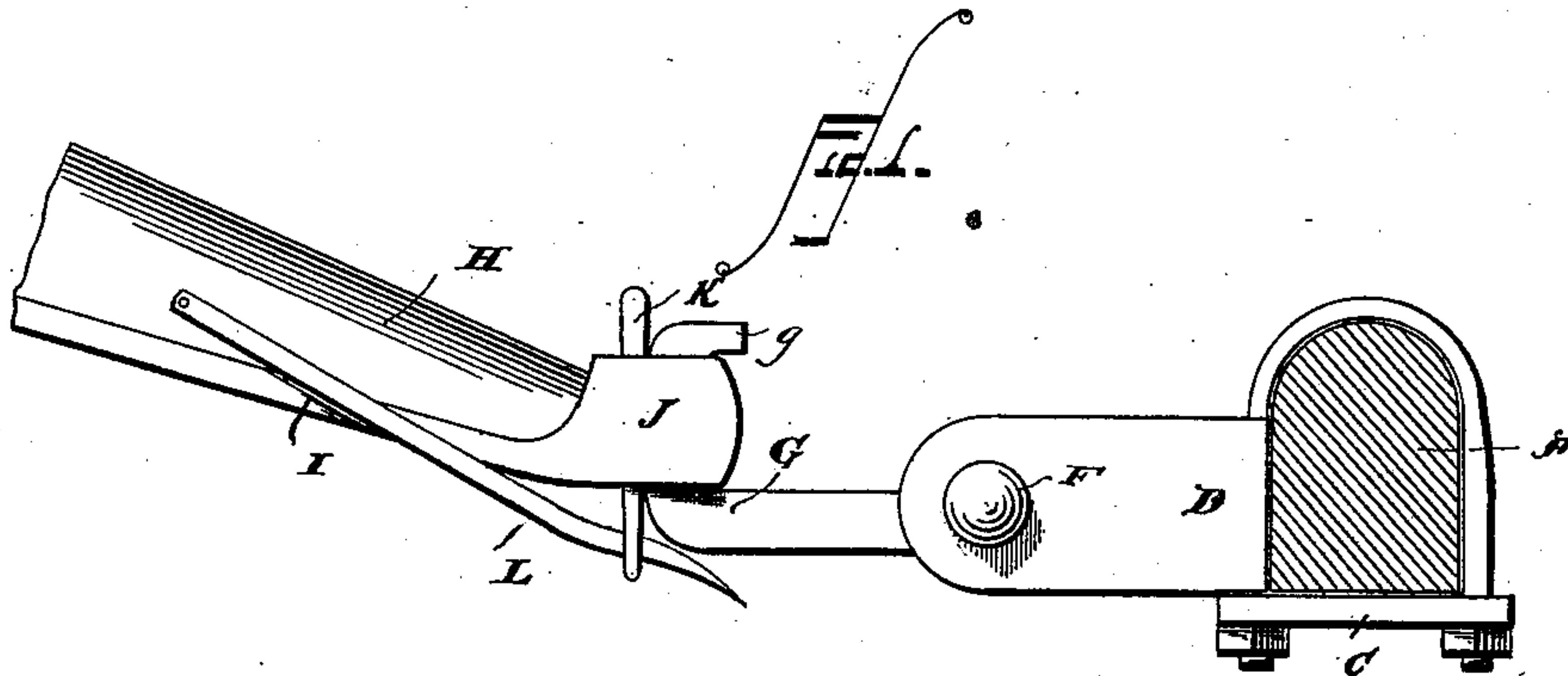


(No Model.)

J. G. HESS.
THILL COUPLING.

No. 352,919.

Patented Nov. 23, 1886.



Witnesses
Geo. Thorne

John W. Moore

Inventor
John G. Hess

By his Attorneys

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UNITED STATES PATENT OFFICE.

JOHN G. HESS, OF EMMITTSBURG, MARYLAND.

THILL-COUPLING.

SPECIFICATION forming part of Letters Patent No. 352,919, dated November 23, 1886.

Application filed September 14, 1886. Serial No. 213,523. (No model.)

To all whom it may concern:

Be it known that I, JOHN G. HESS, a citizen of the United States, residing at Emmittsburg, in the county of Frederick and State of Maryland, have invented a new and useful Improvement in Thill-Couplings, of which the following is a specification.

My invention relates to improvements in thill-couplings; and it consists of the peculiar and novel details of construction and adaptation of parts for service, substantially as hereinafter fully described, and specifically pointed out in the claim.

Heretofore in the construction of thill-couplings it has been the common practice to provide the clip with draw-irons adapted to receive the thill-irons and secured to the same by means of a bolt, and when it is desired to detach the thills or shafts from the vehicle it is necessary to withdraw the connecting-bolt. This is objectionable for the reason that the bolt oftentimes becomes rusty and will not permit of its easy removal.

It is the object of my invention to provide a device adapted to be secured to the draw-irons of an ordinary thill-coupling, said device receiving the shafts and allowing them to be removed at will and in a moment's time, and also which will retain the thills in place and prevent rattling of the parts.

A further object is the provision of an attachment to attain these ends which will be very simple, strong, and durable in construction and very cheap to manufacture.

In the accompanying drawings, which illustrate an attachment constructed in accordance with and embodying my invention, Figure 1 is a side view of my device secured in position. Fig. 2 is a longitudinal sectional view of the same.

Referring to the drawings by letter, A designates the axle, C the clip-plate, and D the draw-irons, provided with the usual aligned openings. These parts are of the ordinary well-known construction.

E designates the thill-eye, which is received between the draw-irons D and secured therein by means of the connecting-bolt F, said thill-eye being formed integral with a hook or angular shaped draw-bar, G, provided at the

end opposite the eye E with the overlapping lip g.

H designates the thills or shafts, to the under side of which are secured the thill-irons I. The said thill-irons I are formed at their outer end with an enlargement or head, J, having an opening or recess. This enlargement or head J is adapted to receive the hook-shaped end of the draw-bar G. When the recessed head J is fitted in position to the draw-bar G, a space or opening is left between the open head and the draw-bar, and to close this opening and prevent rattling of the parts I provide a key or wedge, K, adapted to be driven into the opening, and by reason of its wedge shape securely to hold the head J to the draw-bar. The said head is prevented from upward movement by the inwardly-extending or overlapping lip g of the draw-bar G, as will be readily understood. A perforation is provided at the lower end of the key or wedge K, to receive one end of a strap, L, which is secured at I to the shaft or thill, and which serves to hold the wedge from moving upward.

From the foregoing description, taken in connection with the drawings, the advantages of my invention will be readily understood, as the attachment can be employed in connection with the ordinary thill-coupling and permit the shafts to be detached from the vehicle, when so desired, in a very short time, as it is only necessary to remove the key or wedge and lift the open-head thill-iron off the hook-shaped draw-iron.

It will also be observed that I provide an attachment which is neat in appearance, is not likely to become broken or work loose by the strain to which it is subjected, and that it is thoroughly efficient for the purposes intended.

By having the strap L connected to the thills or shafts, there is no danger of the locking means for the key or wedge becoming misplaced, which is a great improvement over a split key or pin, since they are liable to drop out, and when taken out are often misplaced accidentally.

I claim—

An improved attachment to thill-couplings, the same consisting of the thill-eye E, to be fitted between the draw-bars of an or-

dinary coupling, an integral hook or angular shaped draw-bar, G, provided on the eye, an overhanging lip, *g*, formed on the outer end of the bar G, the thill-iron I, to be attached to
5 the shafts or thills, and provided with a head, J, having an opening therein to allow the head to fit around the bar G beneath the lip *g*, a wedge, K, driven down through the opening of head J against the hook end of bar G, and
10 the locking part or strap L, connected to the

thills or shafts and passed through an opening in the wedge K, as set forth.

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

JOHN G. HESS.

Witnesses:

E. P. McBRIDE,
H. E. HANN.