(No Model.)

D. M. DENEHY.

THILL COUPLING.

No. 368,282. Patented Aug. 16, 1887.

Fig. 1.

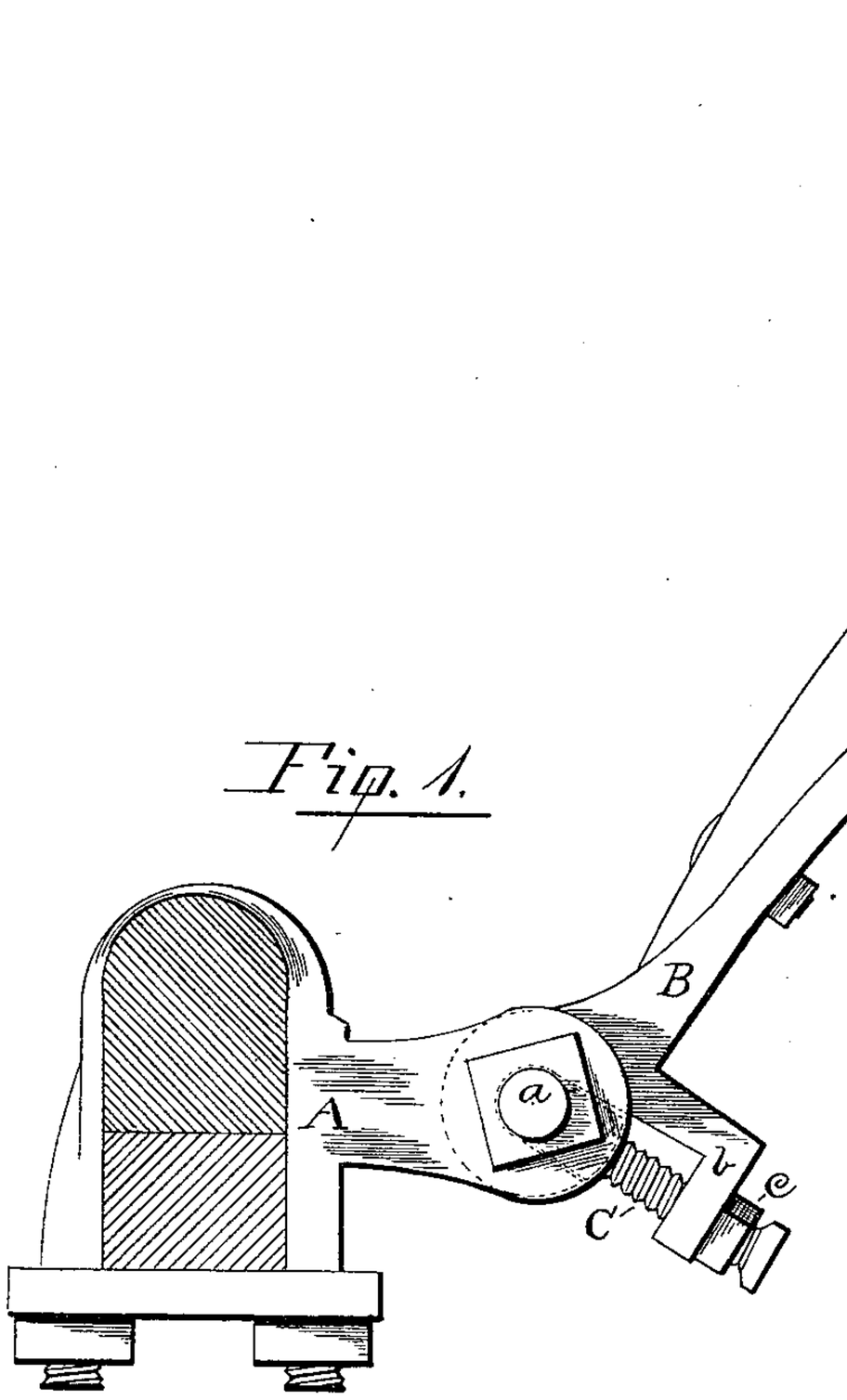
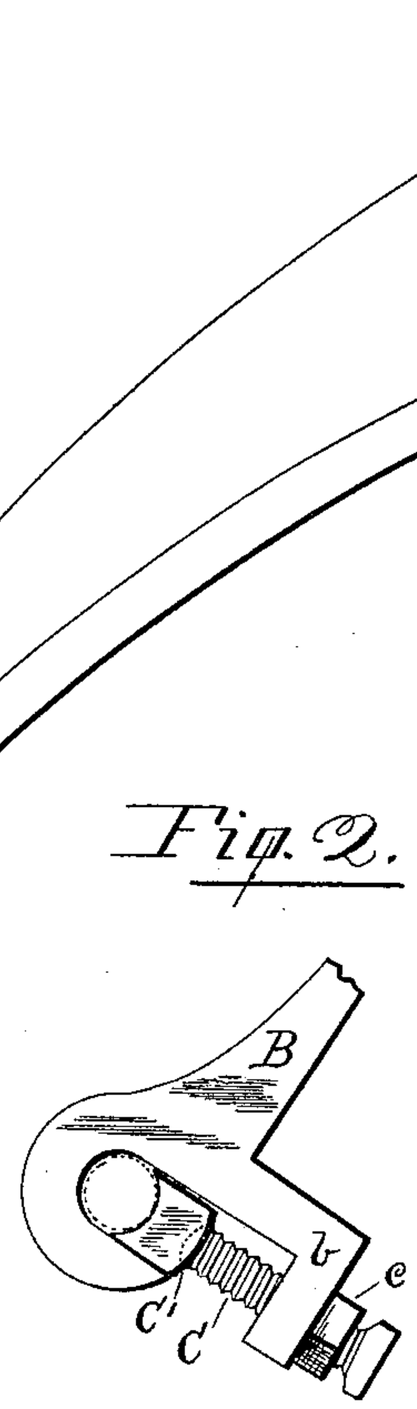


Fig. 2.



Witnesses.
Elihu B. Stowe.
David Young.

Inventor.
Denis M. Denehy.
By J. B. Webster
Atty.

UNITED STATES PATENT OFFICE.

DENIS M. DENEHY, OF ACAMPO, CALIFORNIA.

THILL-COUPLING.

SPECIFICATION forming part of Letters Patent No. 368,282, dated August 16, 1887.

Application filed April 18, 1887. Serial No. 235,277. (No model.)

To all whom it may concern:

Be it known that I, DENIS M. DENEHY, a citizen of the United States, residing at Acampo, in the county of San Joaquin, State of California, have invented certain new and useful Improvements in Thill-Couplings, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to an improvement in appliances for attaching the shafts of a vehicle to the fore axle; and it consists in the combination and arrangement of certain parts, as hereinafter explained, and pointed out in the claim.

Referring to the accompanying drawings, Figure 1 is an elevation of a thill-coupling and section of a shaft, showing my invention. Fig. 2 is a section of the same.

A is the jack-coupling, suitably attached by its clips to the axle and provided with forks for the reception of the thill-head B, which is secured in the fork by the shackle-bolt *a*. The head B is constructed with a recess beneath, into which is inserted a slide-block, C′, completing the head B, which also is provided with a projecting arm, *b*, which receives a lock-nut set-screw, C, having a lock-nut, *c*, thereon, the foot of which is slightly countersunk into the slide-block C′.

When it is desired to detach the thills from the vehicle, the set-screw C is run back, permitting the removal of the block C′, after which the head B and its attached shaft may be lifted away from the shackle-bolt *a* of the jack-coupling A. To attach the shaft, the head B is placed in position upon the shackle-bolt *a*. The block C′ is placed in its position and the lock set-screw is screwed up tightly thereon. This method of attaching and detaching the shafts is very simple and expeditious. Rattling is likewise prevented by keeping the block C′ in close contact with the shackle nut *a* by means of the set-screw C and lock-nut *c*. The sliding or adjustable block C′ forms a part of the thill-head B, and when inserted in such head fits snugly, thereby not permitting any dirt to get in upon the wearing-surface of the eye and bolt, as is the case where an extra friction-plate is used.

Having thus described my invention, what I claim is—

In a thill-coupling, the combination, with the shackle, of the thill-iron having the angular branch tapped as shown, the screw passing through the said tapped branch, the bearing for the shackle-bolt, and the nut on the screw outside of the said angular arm, substantially as specified.

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

DENIS M. DENEHY.

Witnesses:

J. B. WEBSTER,

ELIHU B. STOWE.