(No Model.)

J. S. POGUE.

THILL COUPLING.

No. 393,720. Patented Nov. 27, 1888.

Fig. 1.

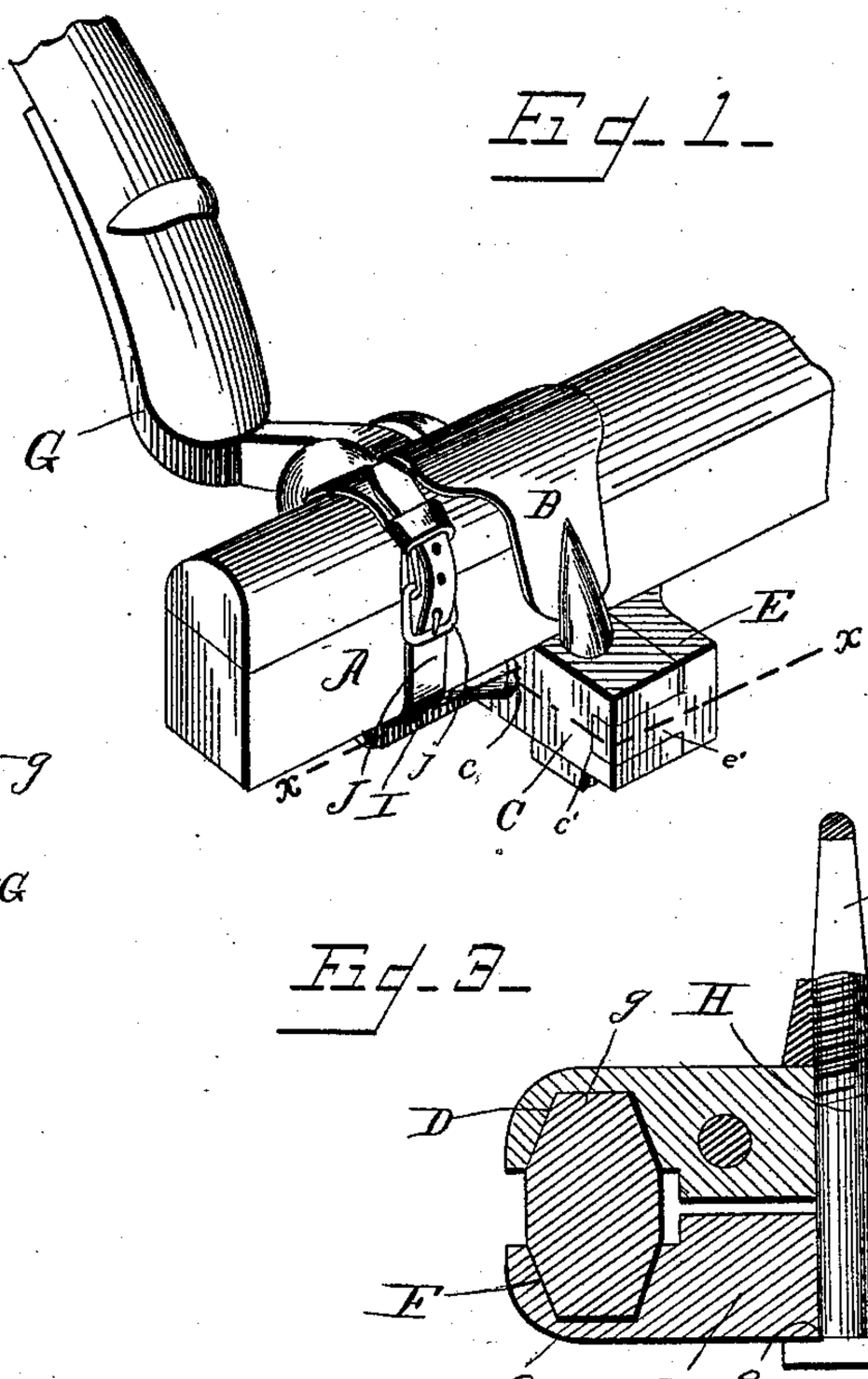


Fig. 2.

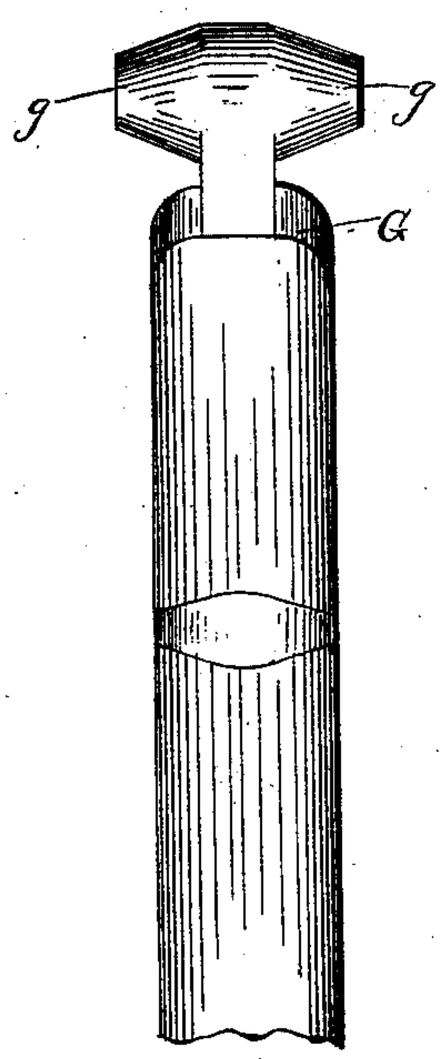


Fig. 3.

Fig. 4.

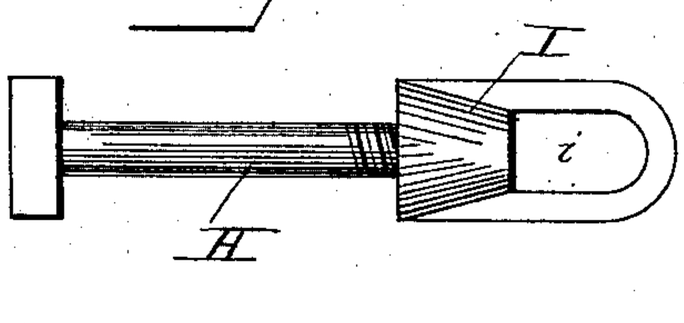
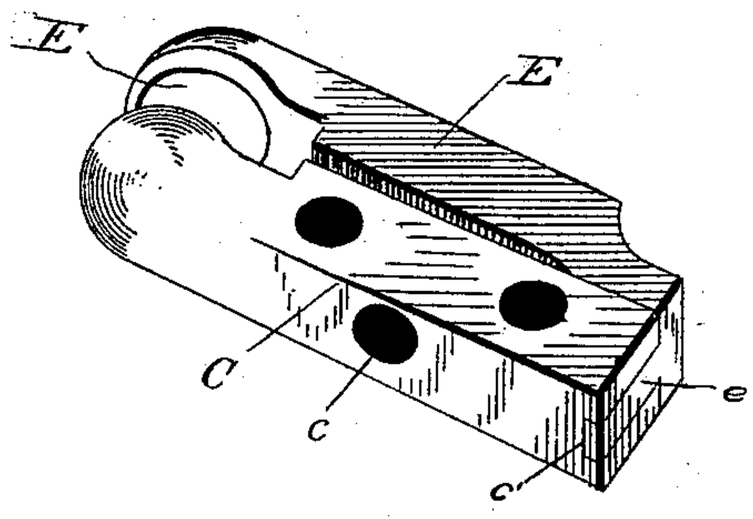


Fig. 5.



Witnesses.
Geo. E. Fuech.
J. M. Diggers.

Inventor,
Joseph S. Pogue.

By his Attorneys
C. A. Snow & Co

UNITED STATES PATENT OFFICE.

JOSEPH SMITH POGUE, OF RISING SUN, MARYLAND.

THILL-COUPLING.

SPECIFICATION forming part of Letters Patent No. 393,720, dated November 27, 1888.

Application filed September 15, 1888. Serial No. 285,516. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH SMITH POGUE, a citizen of the United States, residing at Rising Sun, in the county of Cecil and State of Maryland, have invented new and useful Improvements in Thill-Couplings, of which the following is a specification.

The invention relates to improvements in thill-couplings, the objects being to prevent the parts from rattling and to provide means for taking up the wear of the thill-iron and the bearings thereof; and it consists in the construction and novel combination of parts, hereinafter described, illustrated in the drawings, and pointed out in the appended claims.

In the drawings, Figure 1 is a perspective view of a thill-coupling embodying the invention. Fig. 2 is a top or plan view of the heel of the thill and the thill-iron detached from the clip. Fig. 3 is a horizontal section on the line *x x* of Fig. 1. Fig. 4 is a side view of the adjusting-bolt and its nut detached from the clip. Fig. 5 is a detail view of the clip-plate.

Referring to the drawings by letter, A designates the front axle of a vehicle, having attached the clip B, the lower bar or plate, C, of which is provided with the central transverse bolt-opening, *c*, and has in its rear end the transverse notch *c'*, preferably rectangular in cross-section. The front end of said clip-bar is extended forward, rounded, and provided in its inner face with the conical bearing-recess D.

E is a short bar lying against the inner surface of the clip-bar, provided with a bolt-opening, *e*, that registers with the opening *c*, and having a projection, *e'*, that fits into the notch *c'*. The front end of the bar E is also extended forward, rounded, and provided with a conical bearing-recess, F, that faces and registers with the bearing-recess D.

G is the thill-iron, secured to the thill by bolts or otherwise, and provided at its heel with the conical journals *g g*, that fit and turn in the bearing-recesses D F.

The clip-bar C is secured to the strap thereof by nuts on the threaded ends of the said strap in the usual manner. H is a bolt that passes into the openings *c* and *e*, and is engaged by an adjusting-nut, I, on its threaded end, which nut may rest either against the clip-bar or the bar E, according to the direction in which the bolt is passed into the openings. The said nut has an extended head provided with the longitudinal slot *i*, through which a strap, J, is passed and secured around the axle by a buckle, *j*.

As the journals of the thill-iron or the bearings thereof wear, the said wear can be taken up and all jar and rattle prevented by screwing up the nut I, which is prevented from accidentally turning by the strap J.

The bar E is, by means of the adjusting bolt and nut, drawn always sufficiently close to the clip-bar to cause the bearing-recesses to bind close enough on the journals of the clip-iron to prevent rattling.

The bar E is prevented from moving longitudinally on the clip-bar by the projection *e'*, fitting into the notch *c* of the clip-bar.

Having described my invention, I claim—

1. In a thill-coupling, the combination, with the clip having the clip-bar provided with a central bolt-opening and the rectangular transverse notch *c'* in its rear end, and having its front end extended and provided with a bearing-recess in the inner face thereof, and the bar E, provided with a similar registering bolt-opening, a rectangular lateral projection, *e'*, at its rear end fitting into the notch *c'*, and a bearing-recess in the inner face of its front end similar to and facing the bearing-recess in the clip-bar, of the thill-iron having opposite journals at its heel engaging said recesses, the bolt passing through the bolt-opening in said bars, and the adjusting-nut engaging said bolt, substantially as specified.

2. In a thill-coupling, the combination, with the thill-iron having the opposite conical journals *g g* at its heel, of the clip having the clip-bar provided with the bolt-opening *c*, the transverse notch *c'* at its rear end, and the conical bearing-recess D at its front end, the short bar E, having the bolt-opening *e*, the lateral projection *e'* at its rear end engaging the notch *c'*, and the conical bearing-recess F at its front end, the bolt H, passing through the openings *c* and *e*, and the adjusting-nut engaging the threaded end of said nut, and a securing-strap engaging said nut and passing around the axle, as specified.

3. In a thill-coupling, the combination, with

the clip-bar provided with a central transverse bolt-opening and a bearing-recess for the thill-iron in its front end, and the bar E, provided with a similar bolt-opening and a similar bearing-surface, the clip-bar having a notch, *c'*, in its rear end, and the bar E, having a lateral projection at its rear end engaging said notch, of the bolt H, the adjusting-nut I, provided with the slot *i* in its head, and the strap J, passed through said slot and secured around the axle by a buckle or equivalent means, substantially as specified.

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

JOSEPH SMITH POGUE.

Witnesses:
WALTER E. BURNS,
WILLIAM D. MATLACK.