

(No Model.)

W. WILLIAMS.
THILL COUPLING.

No. 437,544.

Patented Sept. 30, 1890.

Fig. 1.

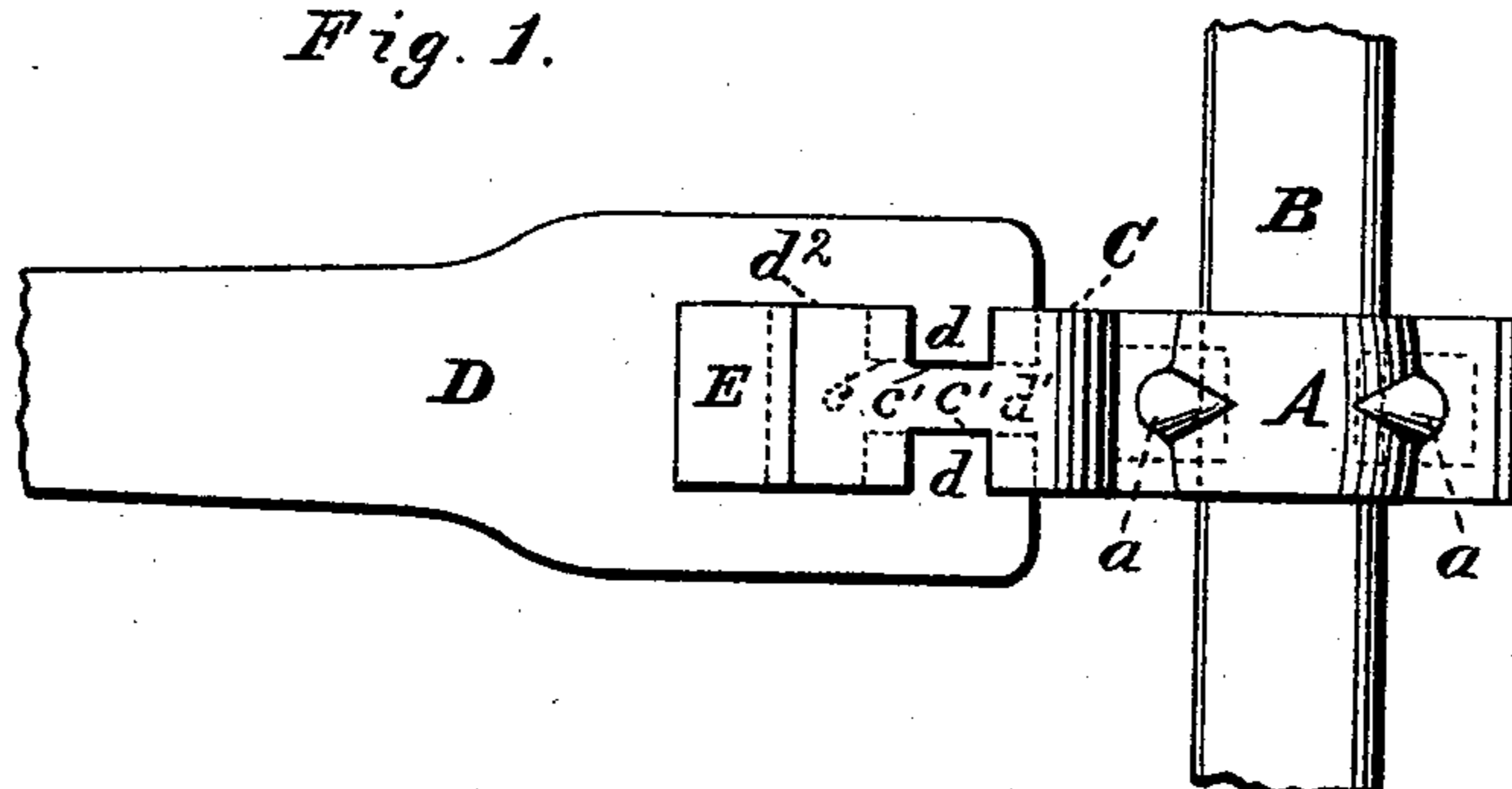


Fig. 2.

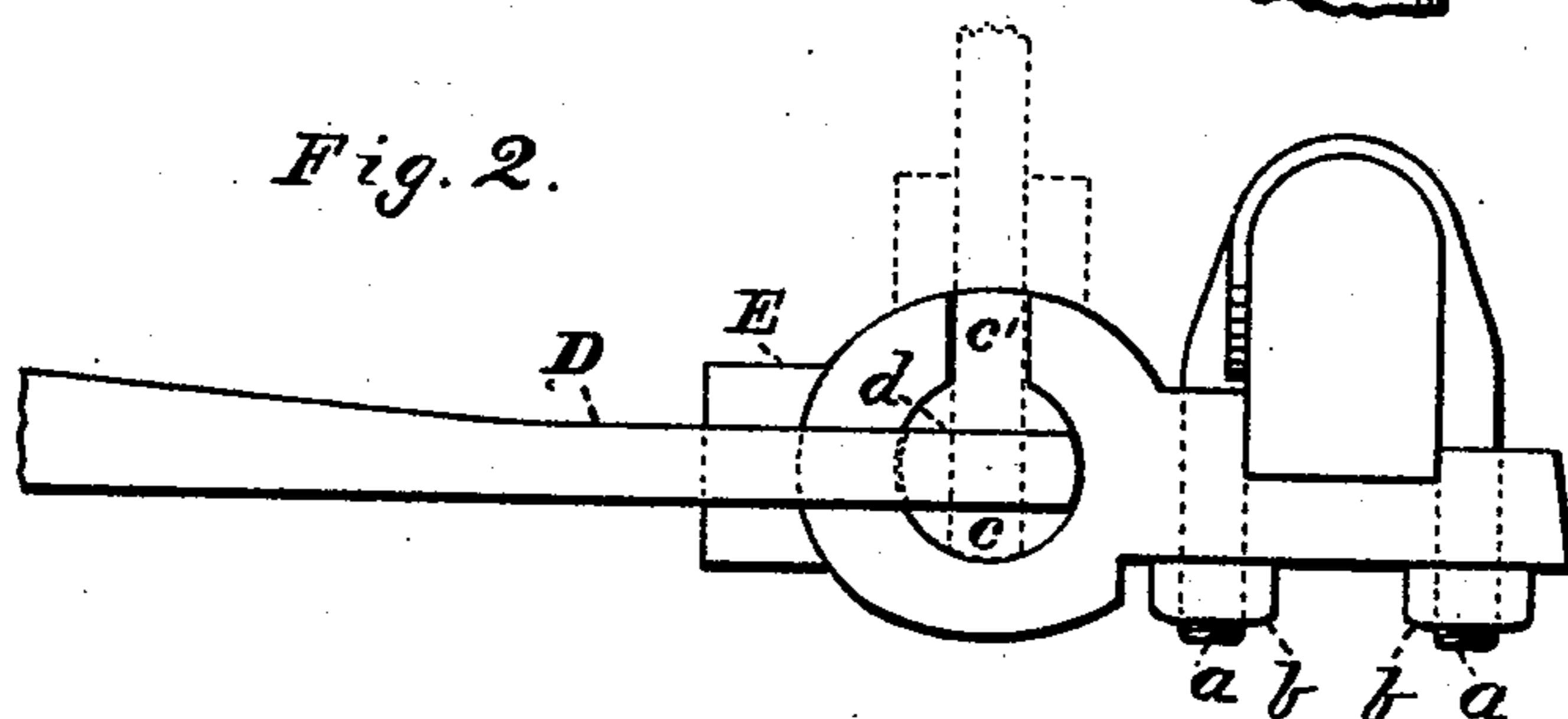


Fig. 3.

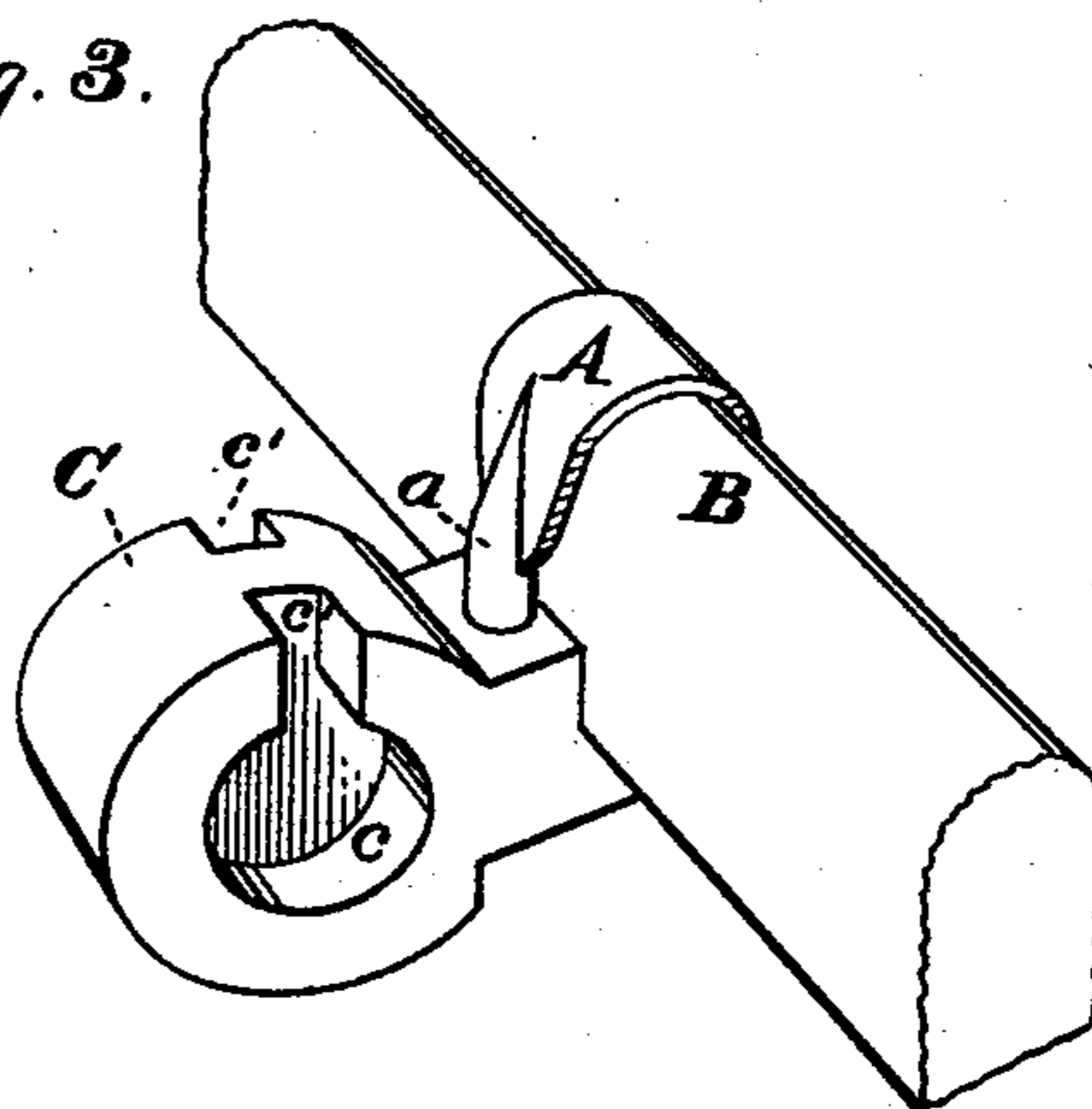
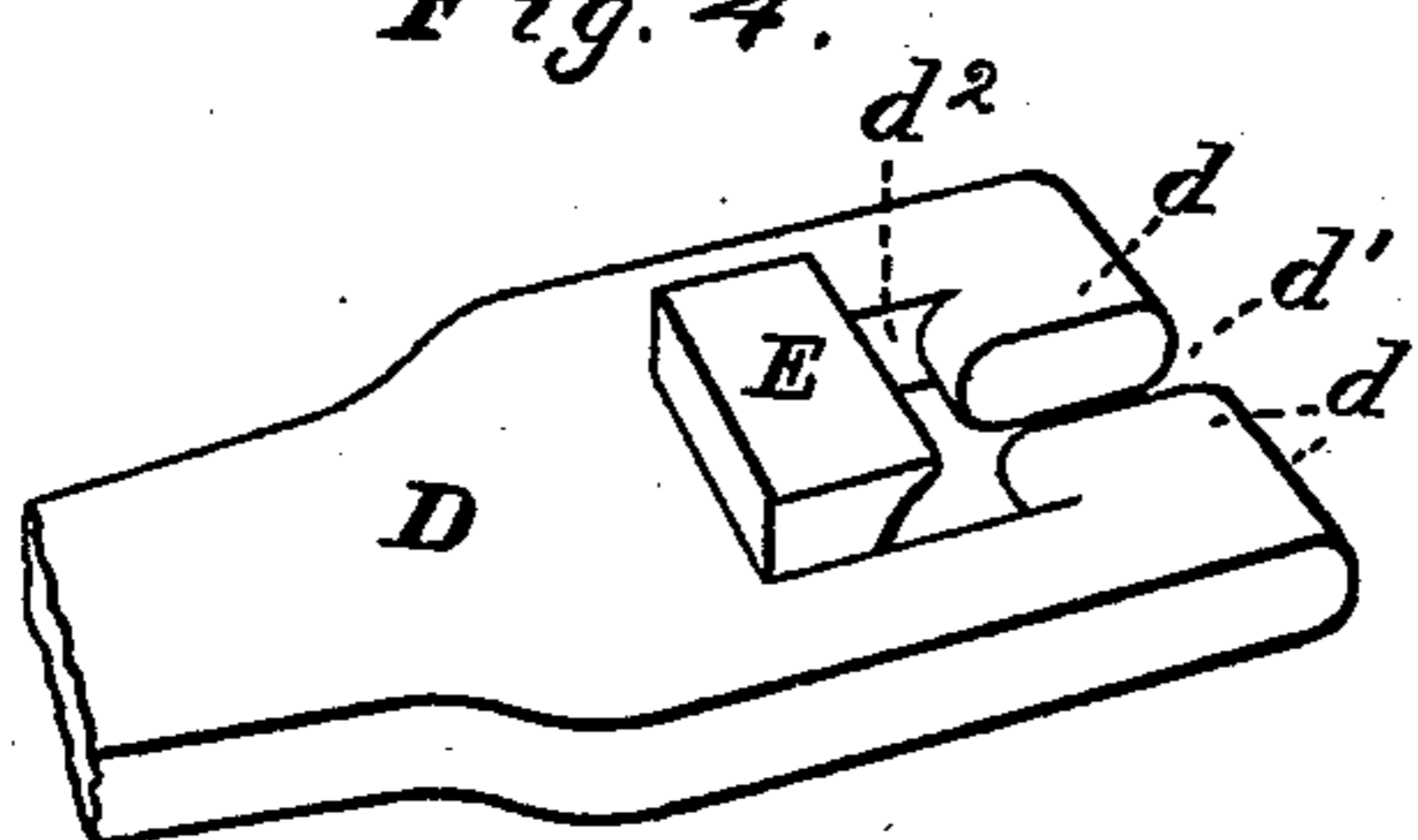


Fig. 4.



WITNESSES

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THILL-COUPLING.

SPECIFICATION forming part of Letters Patent No. 437,544, dated September 30, 1890.

Application filed June 7, 1890. Serial No. 354,613. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM WILLIAMS, a citizen of the United States, and a resident of Caledonia, in the county of Marion and State of Ohio, have invented certain new and useful Improvements in Thill-Couplings; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of this invention and is a top view. Fig. 2 is a side view. Fig. 3 is a detail and a perspective view of the clip and plate. Fig. 4 is also a detail and a perspective view of the thill-iron.

This invention relates to certain improvements in thill or shaft couplings; and it consists in the construction and combination of parts, as will hereinafter appear.

In the drawings, the letter A designates the axle-clip, of the usual construction, secured to the axle B, and C refers to the socket-iron secured to the under side of the axle by the threaded bolt-shaped terminals *a a* of the clip A and nuts *b* screwed upon said terminals.

The socket-iron C has a circular socket *c* indenting each side thereof, the entrance-slot *c'* of each being out of alignment with the draft and admitting thereto the short opposite lugs *d* on the thill-iron D at its rear

end, and spaced apart, as at *d'*, to permit their engagement with the sockets *c*. Said thill-iron D has an opening *d²* communicating with the space or passage *d'* between the lugs *d*, partly to receive the socket-iron at its marginal portion and to receive and hold the rubber cushion E to prevent rattling of the parts of the coupling. This coupling, it is obvious, is equally applicable for pitmen-connections.

It will be seen from the foregoing that this construction of coupling dispenses wholly with bolts to effect the holding of the parts together and the securing of the same against detachment or displacement.

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

The thill-coupling comprising the socket-iron having on each side of a central partition a lateral socket provided with an entrance-slot opening upward, the thill-iron having a central rectangular opening and upon the sides of the entrance-slot thereto opposite lugs adapted to pass down through the entrance-slots of said socket and to engage the latter, and means to prevent rattling of the parts, substantially as set forth.

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

WILLIAM WILLIAMS.

Witnesses:

W. S. STONE,
W. S. RAINER.