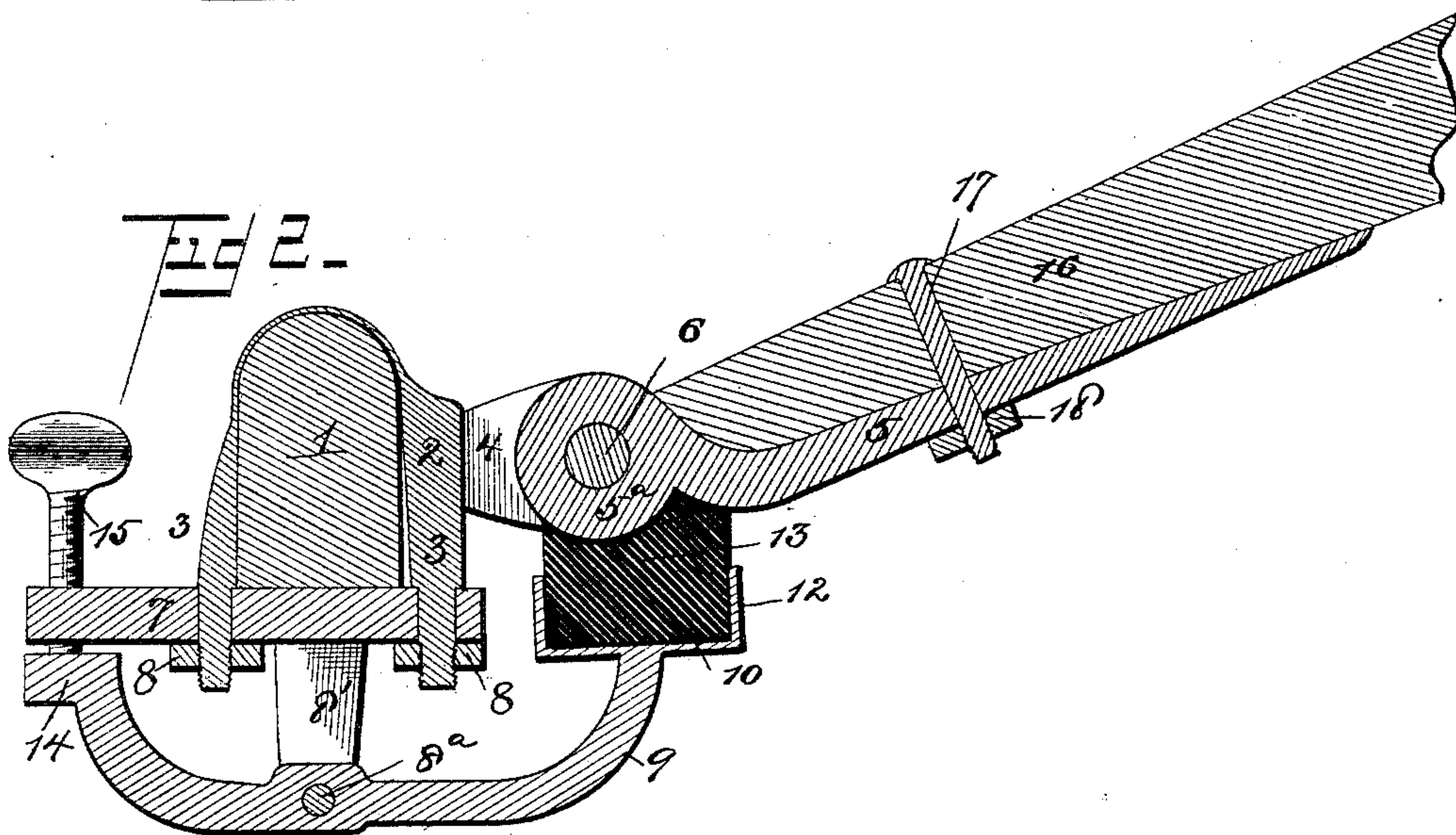
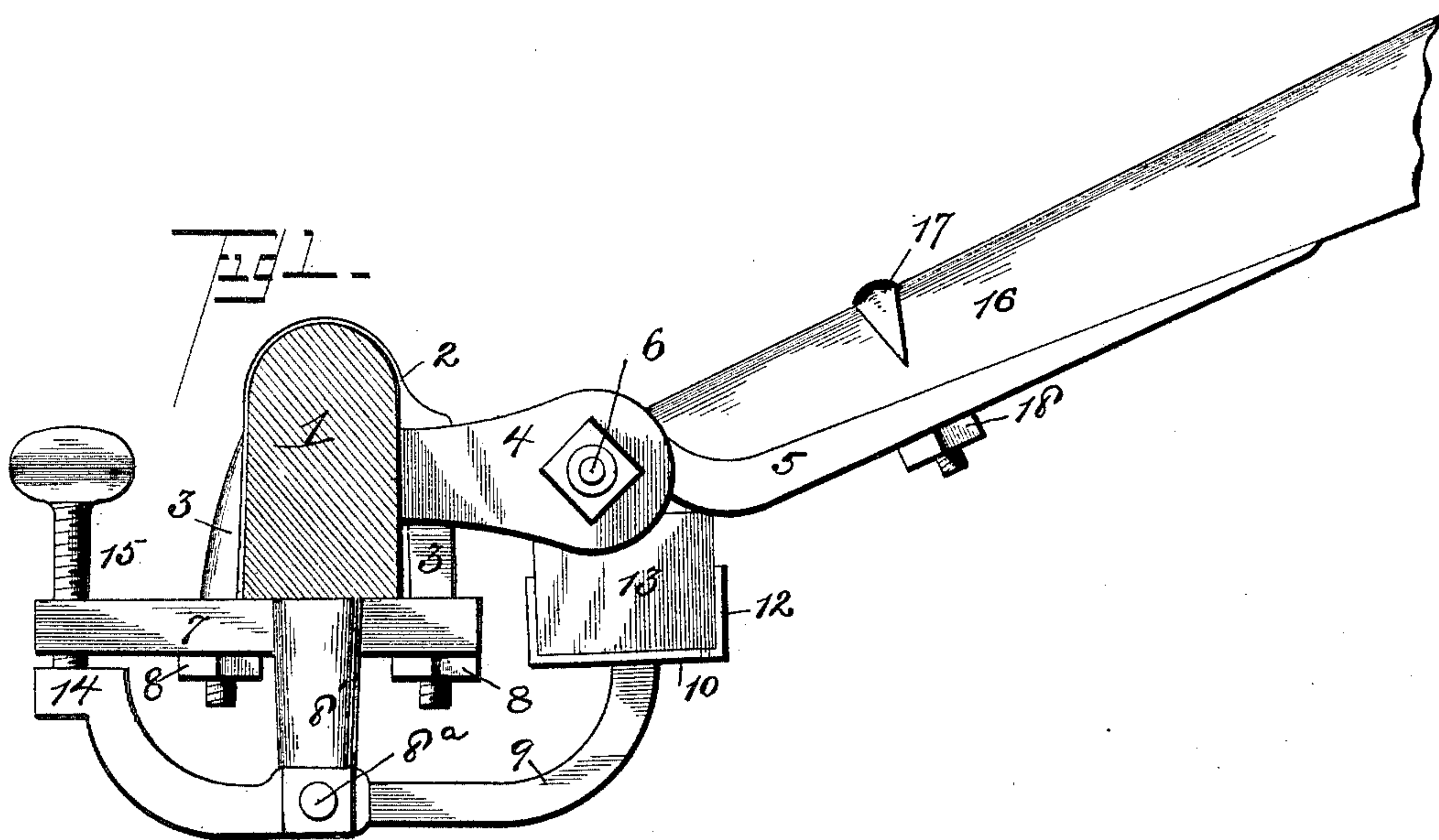


(No Model.)

C. H. FULLER.
THILL COUPLING.

No. 462,250.

Patented Nov. 3, 1891.



WITNESSES:
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UNITED STATES PATENT OFFICE.

CHARLES HENRY FULLER, OF NORWALK, OHIO.

THILL-COUPLING.

SPECIFICATION forming part of Letters Patent No. 462,250, dated November 3, 1891.

Application filed January 27, 1891. Serial No. 379,302. (No model.)

To all whom it may concern:

Be it known that I, CHARLES HENRY FULLER, a citizen of the United States, and a resident of Norwalk, in the county of Huron and State of Ohio, have invented certain new and useful Improvements in Anti-Rattling Devices for Thill-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of the specification.

My invention relates to improvements in anti-rattling devices for thill-couplings.

The object of the invention is to provide a simple and economical device to be used in connection with thill-couplings, whereby the disagreeable noise caused by the rattling of the same will be obviated and the thills be coupled in an efficient and reliable manner.

The invention consists in the novel construction and combination of parts herein-after fully described, and specifically pointed out in the claims.

In the accompanying drawings, Figure 1 is a side elevation of a thill-coupling with my improved anti-rattling device applied thereto. Fig. 2 is a longitudinal section of the same.

In the said drawings the reference-numeral 1 designates an ordinary axle, and 2 a clip having downwardly-projecting lugs 3 and forwardly-projecting lugs 4, to which the thill-iron 5 is secured by means of the pin 6. The lugs 3 are screw-threaded at their ends and pass through apertures in a plate 7, which abuts against the under side of the axle and is held in place by means of the nuts 8, which fit upon the screw-threaded ends of said lugs. The plate 7 is provided with two short downwardly-projecting arms 8', in which is fulcrumed at 8^a a lever 9, having its ends upwardly curved or rounded, as shown. The front end of this lever is formed or provided with a clamping-plate 10, having two horizontal walls 12, between which is inserted a rubber block 13, having its upper face, which is adapted to bear against the loop 5^a of the thill-iron, provided with a curved or semicircular recess to correspond with the circu-

lar form of said loop. The block 13 is forced between the horizontal arms of the clamping-plate and is held in position by reason of its elasticity. The rear end of the lever 9 is formed with a head or extension 14, against which abuts the end of a thumb-screw 15, which passes through an aperture in the rear part of the plate 7.

The thills are secured to the shafts 16 by means of bolts 17 and nuts 18 or in any other suitable manner.

The operation will be readily understood. The rubber block 13 will bear against the loop 5^a of the thill-iron, the latter resting in the semicircular recess in said block. By actuating the thumb-screw 15 the lever 9 is moved upon its fulcrum and the block caused to press with more or less force upon the loop of the thill-iron, thus preventing rattling.

From the above it will be seen that a very simple and efficient device is provided which will effectually prevent rattling and in which wear of the rubber block may be compensated for by means of the lever and thumb-screw, it only being necessary in case of such wear to screw up the thumb-screw, which will actuate the lever to force the block against the loop of the thill-iron.

Having thus described my invention, what I claim is—

1. An anti-rattling device for thill-couplings, consisting of the clip having downwardly and forwardly projecting lugs, the plate having apertures through which said downwardly-projecting lugs pass and provided with downwardly-projecting arms, the lever fulcrumed in said arms and having an elastic block with a semicircular recess in its upper face, and a thumb-screw passing through a recess in said plate and abutting against the rear portion of the lever, substantially as described.

2. The combination, with an axle, a clip having forwardly and downwardly projecting lugs, and a thill-iron pivoted in said first-mentioned lugs, of the plate having apertures through which the said downwardly-projecting lugs pass and provided with downwardly-projecting arms, the lever fulcrumed in said arms and having its ends curved or

rounded, the clamping-plate at the front end
of said lever, having two horizontal walls,
the elastic block with semicircular recess car-
ried by said clamping-plate, and the thumb-
5 screw abutting against rear end of said lever,
substantially as described.

In testimony that I claim the foregoing as

my own I have hereunto affixed my signature
in presence of two witnesses.

CHARLES HENRY FULLER.

Witnesses:

PERRY A. FLEHARTY,
D. C. KING.