

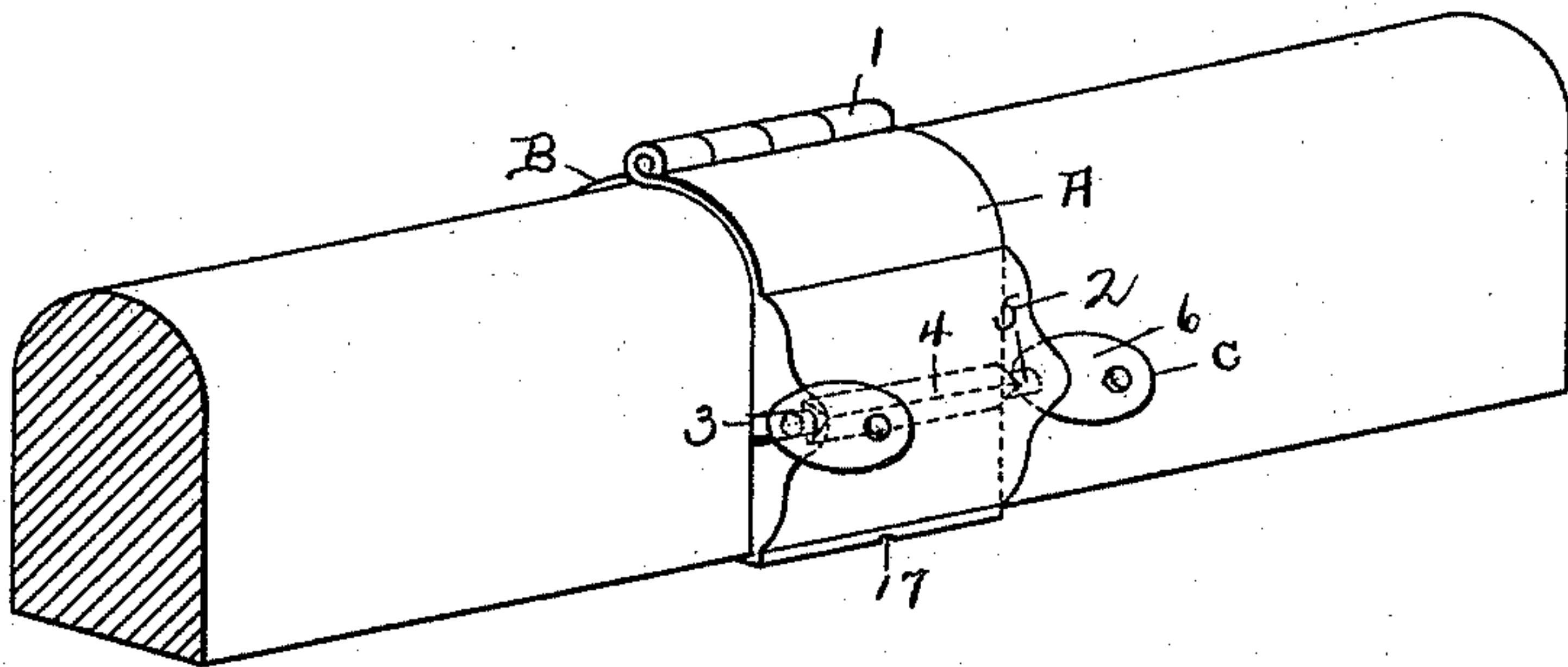
(No Model.)

H. P. FARIS.  
THILL COUPLING.

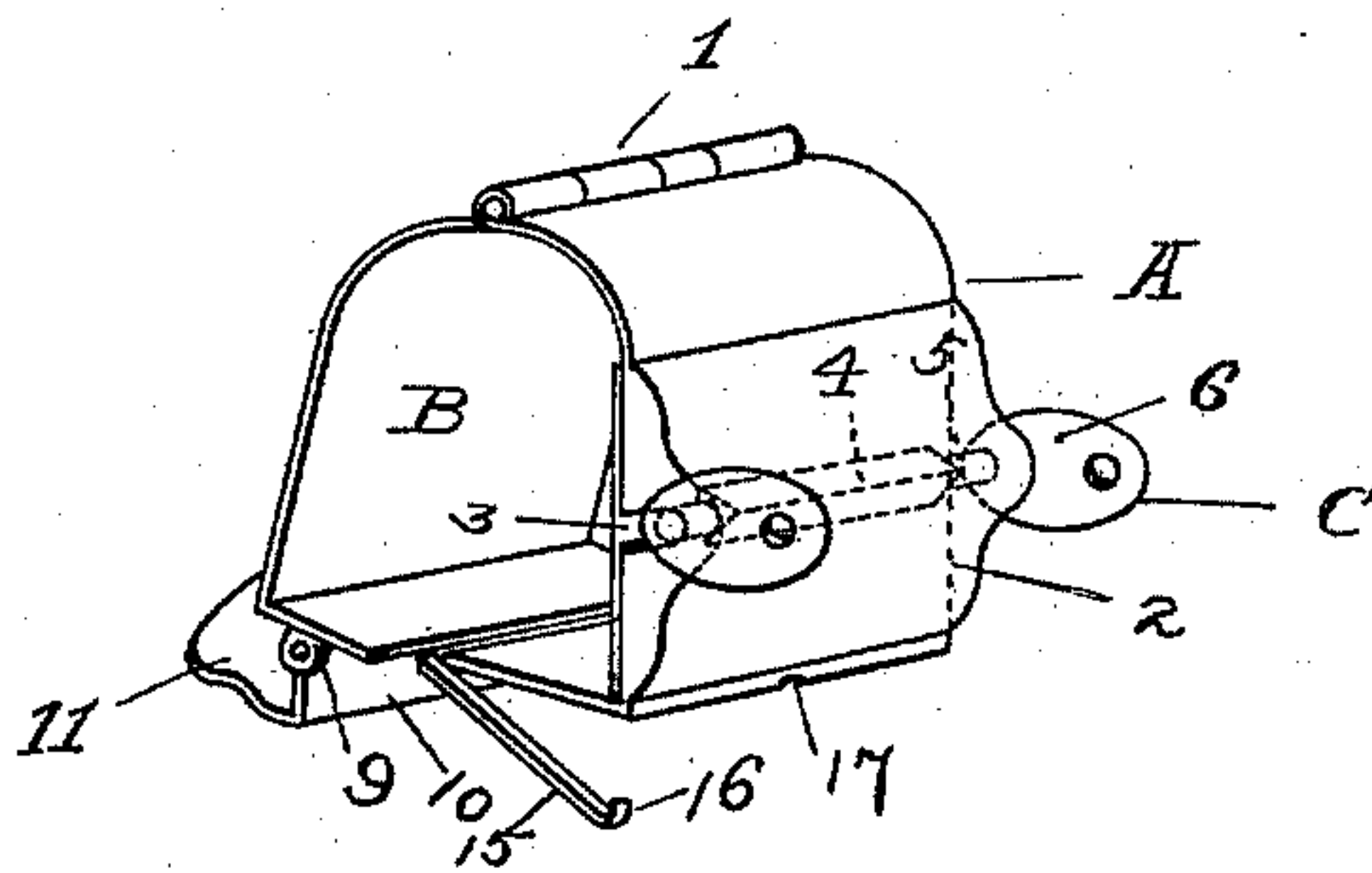
No. 495,697.

Patented Apr. 18, 1893.

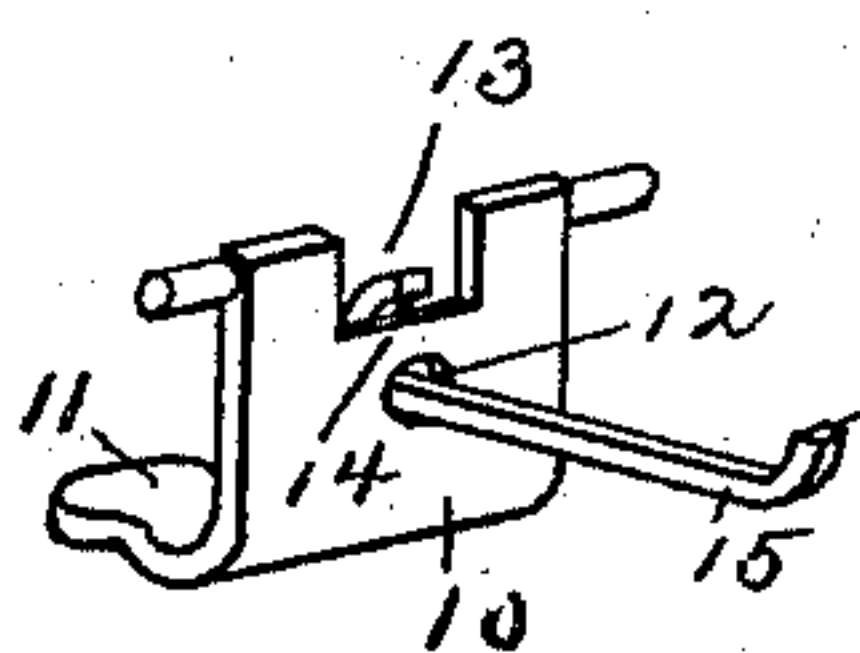
*Fig. 1*



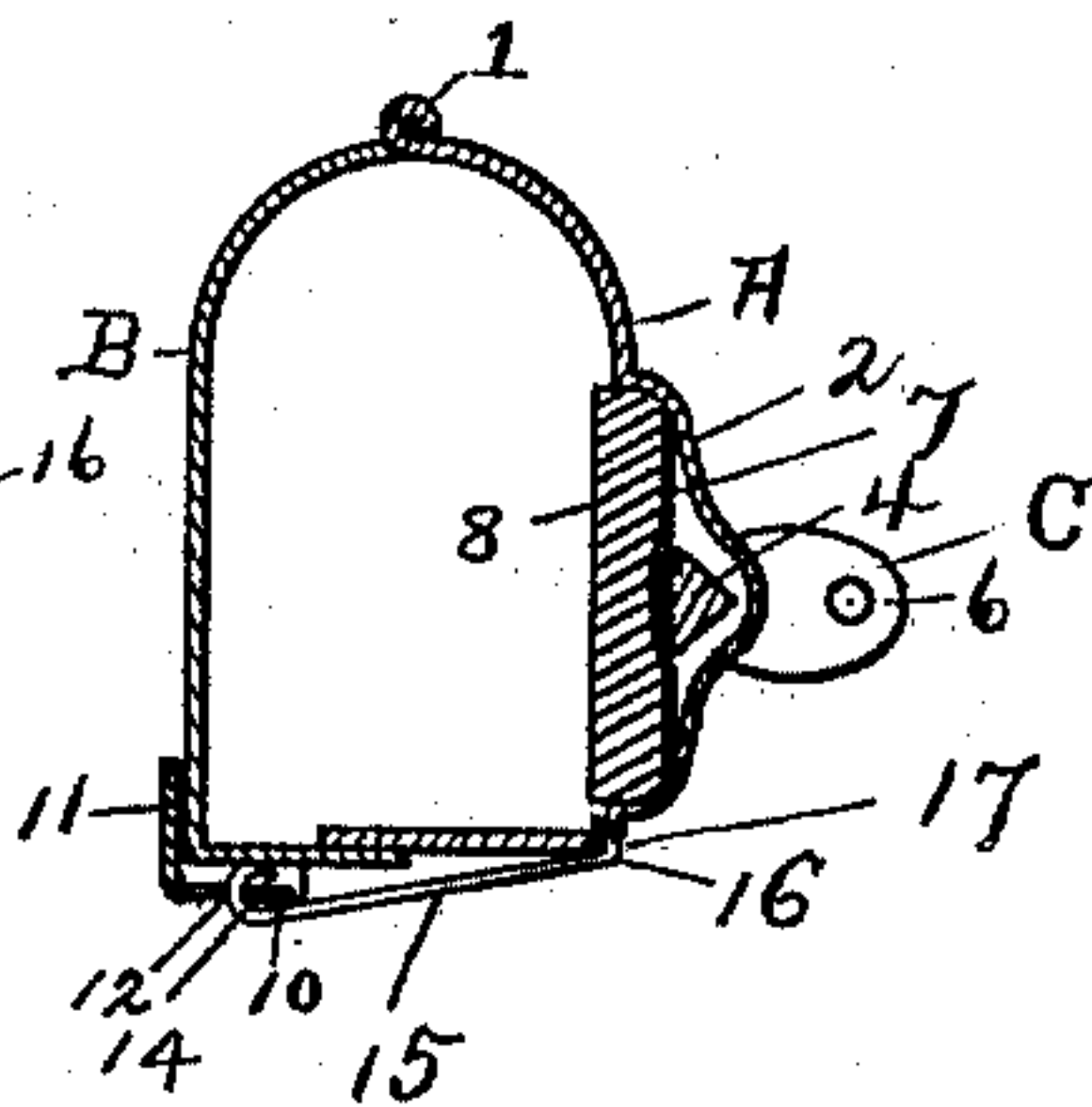
*Fig. 2*



*Fig. 4*



*Fig. 3*



Witnesses  
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# UNITED STATES PATENT OFFICE.

HERMAN P. FARIS, OF CLINTON, MISSOURI.

## THILL-COUPLING.

SPECIFICATION forming part of Letters Patent No. 495,697, dated April 18, 1893.

Application filed January 19, 1893. Serial No. 458,956. (No model.)

*To all whom it may concern:*

Be it known that I, HERMAN P. FARIS, a citizen of the United States of America, residing at Clinton, in the county of Henry and State of Missouri, have invented certain new and useful Improvements in a Combined Thill-Coupling and Clip, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to a combined thill coupling and clip.

The invention will first be described in connection with the accompanying drawings, and then pointed out in the claims.

In the drawings, Figure 1 is a perspective view showing my improved clip and coupling on a section of the axle. Fig. 2 is a perspective view of the clip and coupling detached and open. Fig. 3 is a sectional view through the center of the clip. Fig. 4 is a detail view of the swinging-plate.

Referring to the drawings, A is the front section of the clip, to which is hinged at 1 a rear section B, the lower ends of both sections being bent under at the bottom of the axle, the end of the rear section lapping past the end of the front section. The front section A has an enlarged convex portion 2, which is provided with a recess in its back and a slot 3 in each side.

C is a shaft or pole shank, having a central triangular portion 4 and round bearings 5 on each side of the triangular portion, the ends of the pole shank being bent at right angles to the central portion and flattened, as shown at 6. The rounded bearings 5 are adapted to rest in the slots 3 of the front section A. To hold the shank C in its normal position a metallic plate 7 is placed in the recess behind the triangular portion of the shank and bearing on it, and between the plate 7 and the front of the axle is inserted a rubber cushion 8.

The bottom of the rear section B is provided at each side with a pair of integral lugs or ears 9, in which is pivoted a swinging plate 10 having a thumb-piece 11 at right angles to it. The swinging plate is provided with a central hole 12 and a recess 13, between which is a bar portion 14, around which is hooked a catch-rod 15 having its free end provided with

a hook 16, which is adapted to engage a hook-opening 17 at the angle of the front section A.

In using my device the two sections are swung open as shown at Fig. 2, then placed over the axle at the proper place, and the two sections closed together, the lower end of the rear section lapping over the lower end of the front section. The hooked end 16 of the catch-rod 15 is inserted in the hook-opening 17, the thumb-piece 11 being turned downward for that purpose, after which the thumb-piece is pulled up, thereby drawing up the catch-rod and tightening the clip, the thumb-piece swinging past an imaginary line drawn from the hook 16 through the pivotal points of the swinging plate 10, so that the strain of the rubber cushion 8, which tends to open the clip, will keep the thumb-piece tight against the rear of the rear section B and prevent the fastening device from jarring open. As the clip is drawn up, the rubber cushion 8 bears on the metallic plate 7, pressing it against the flat side 18 of the triangular portion 4 of the pole shank, thereby holding the shank in a horizontal direction. As the shank is swung up or down by the movement of the horse the angular corners 19 of the triangular portion 4 will swing against the metallic plate 7 and force it back, thereby compressing the rubber cushion, the elasticity of the rubber tending to force the shank, and with it the pole or shafts, back to the normal position, which is straight forward.

While I have thus far described a rubber cushion in the rear of the metallic plate, it is apparent that I may use any other suitable spring, or I may omit the plate, the spring bearing on the triangular portion.

The pole or shaft shank is shown as provided with holes 20 for attachment of the pole or shaft, but it is plain that I may use other means of attachment.

By my construction the clip is readily removed from the axle when desired, and all rattling of the thill-coupling entirely prevented.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The combination, with a front section



having a slot in each side, of a rear section hinged to the front section, a fastening-device securing both sections together, and a pole or shaft shank adapted to move in the slots in  
5 the front section.

2. The combination, with a front section having a recess in its back and a slot in each side, of a rear section hinged to the front section, a fastening-device securing both sections  
10 together, a pole or shaft shank having round bearing portions which move in the slots and a triangular central portion located in the recess, a metallic plate bearing on the triangular portion and fitting in the recess, and a  
15 spring for holding the metallic plate in contact with the triangular portion.

3. The combination, with a front section provided with a hook-opening; and a rear section hinged to the front section and provided with integrallugs, of a swinging plate pivoted  
20 in the lugs and provided with a thumb-piece, and a catch-rod pivoted to the swinging plate at one end and hooked at the other end for engagement with the hook-opening, substantially as described and for the purpose set  
25 forth.

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

HERMAN P. FARIS.

Witnesses:

J. A. DE LA VERGNE, Jr.,

J. R. WINTERS.