

(No Model.)

P. H. McLEAN.

COMBINED THILL SUPPORT AND ANTIRATTLER.

No. 527,710.

Patented Oct. 16, 1894.

Fig. 1.

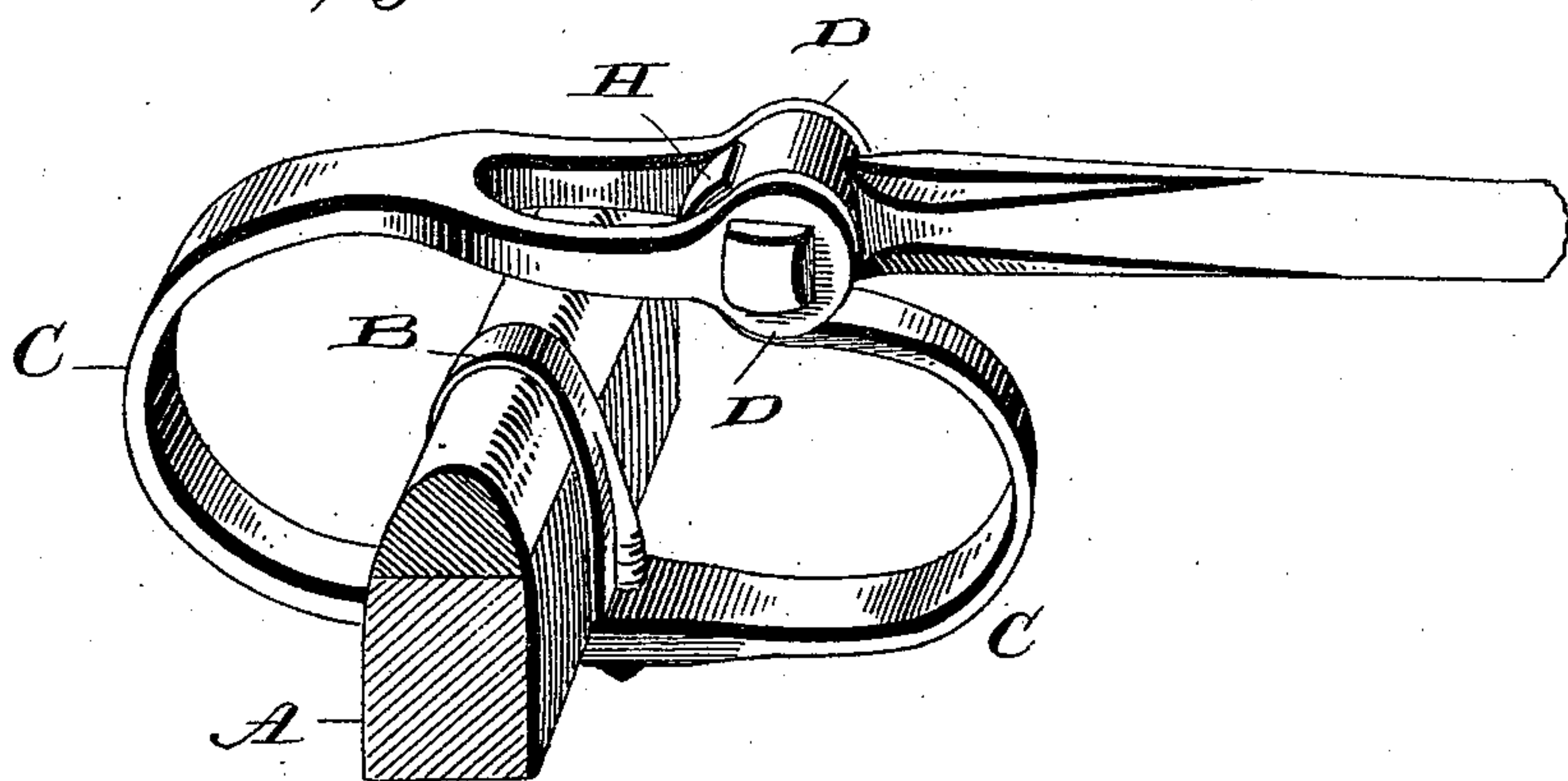
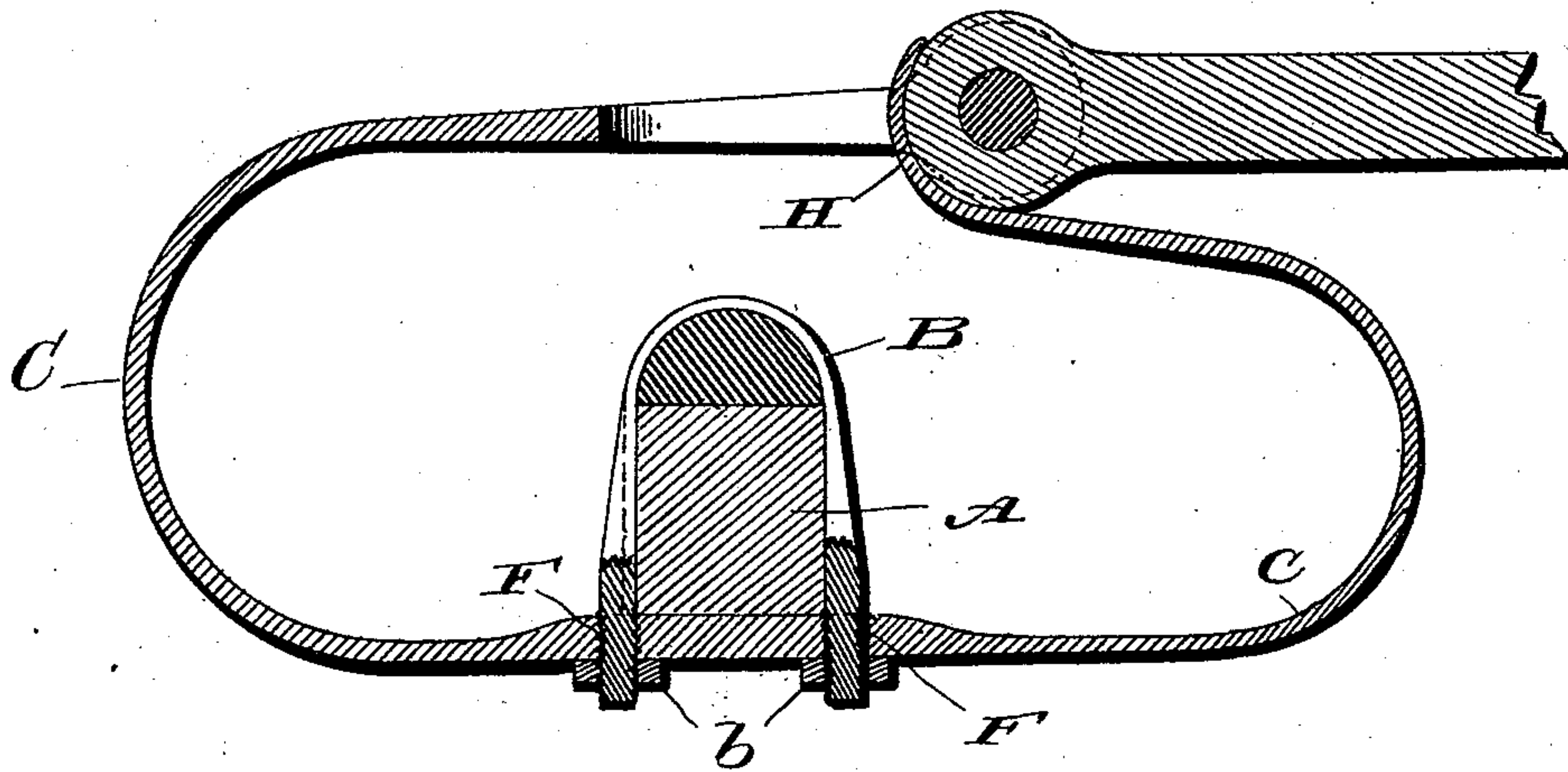


Fig. 2.



Witnesses:

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UNITED STATES PATENT OFFICE.

PETER H. McLEAN, OF JAMESTOWN, NORTH DAKOTA.

COMBINED THILL-SUPPORT AND ANTIRATTLER.

SPECIFICATION forming part of Letters Patent No. 527,710, dated October 16, 1894.

Application filed June 22, 1894. Serial No. 515,375. (No model.)

To all whom it may concern:

Be it known that I, PETER H. McLEAN, a citizen of the United States, residing at Jamestown, in the county of Stutsman and State of North Dakota, have invented certain new and useful Improvements in a Combined Thill-Support and Antirattler; 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 the letters of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in thill couplings, and especially to an improved form of thill holder and anti-rattler combined which is made of steel, and in case of a sudden jar to the axle of a vehicle equipped with my invention, such as running against an obstruction in the roadway, the thill shaft being carried by the spring, and not by an integral portion of the clip, as are ordinarily the cases, will allow a little give to the device before the inertia is overcome. By this provision any ordinary jar would be entirely absorbed.

A further object of the invention resides in the combination of the anti-rattler forming a part of the shaft support, which serves to hold the shaft in place equally well at all times.

To these ends and to such others as the invention may pertain, the same consists further in the novel construction, combination and adaptation of the parts as will be hereinafter more fully described and then specifically defined in the pending claims.

I clearly illustrate my invention in the accompanying drawings, which with the letters of reference marked thereon, form a part of this specification, and in which drawings similar letters of reference indicate like parts in both the views, in which—

Figure 1, is a perspective view of my combined thill holder and anti-rattler. Fig. 2, is a vertical section through the clip, shaft holder and anti-rattler.

Reference now being had to the details of the drawings by letter, A, represents an ordinary axle, provided with the clip B held to the axle by the nuts b.

Secured to the under side of the axle A, by means of the clip, is the oval shaped spring C, made in a single piece and having its ends curved upwardly above the top of the axle, so as to form a spring support for the thill above, and preferably in advance of the axle. The rear end D of the spring is bifurcated so as to receive the rear end of the clip and passing through this bifurcated end and the rear end of the thill, is the usual pivotal bolt. The front portion of the spring extends upward and backward, as shown, and has its extreme end H made to extend into the bifurcation of the rear end, and curved so as to bear tightly against the rear end of the thill iron and form an anti-rattler.

The two ends of the spring form an elevated spring support for the thill, and allow it both a slight vertical and a back and forth play without any danger of coming in contact with the axle. As the thill is not rigidly connected to the axle, in the usual manner, the vehicle is not subjected to sudden jerks when the wheels strike an obstruction, for the springs give, so as to ease the sudden stoppage. In order to allow the thill a movement that is entirely independent of the axle, the support for the thill must be both elastic and elevated above the axle, as here shown.

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

1. The axle, and the thill, combined with a spring which is secured to the axle and which has one of its ends bifurcated so as to receive the rear end of the thill and its other end made to bear against the thill so as to form an anti-rattler, substantially as set forth.

2. The axle A, clip B, and thill, combined with a spring C, having its rear end D bifurcated and turned forward and upward above the axle so as to receive the rear end of the thill, and its front end turned upward and backward so as to bear against the thill and form an anti-rattler, substantially as described.

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

PETER H. McLEAN.

Witnesses:

J. C. MARCY,

W. B. S. TRIMBLE.