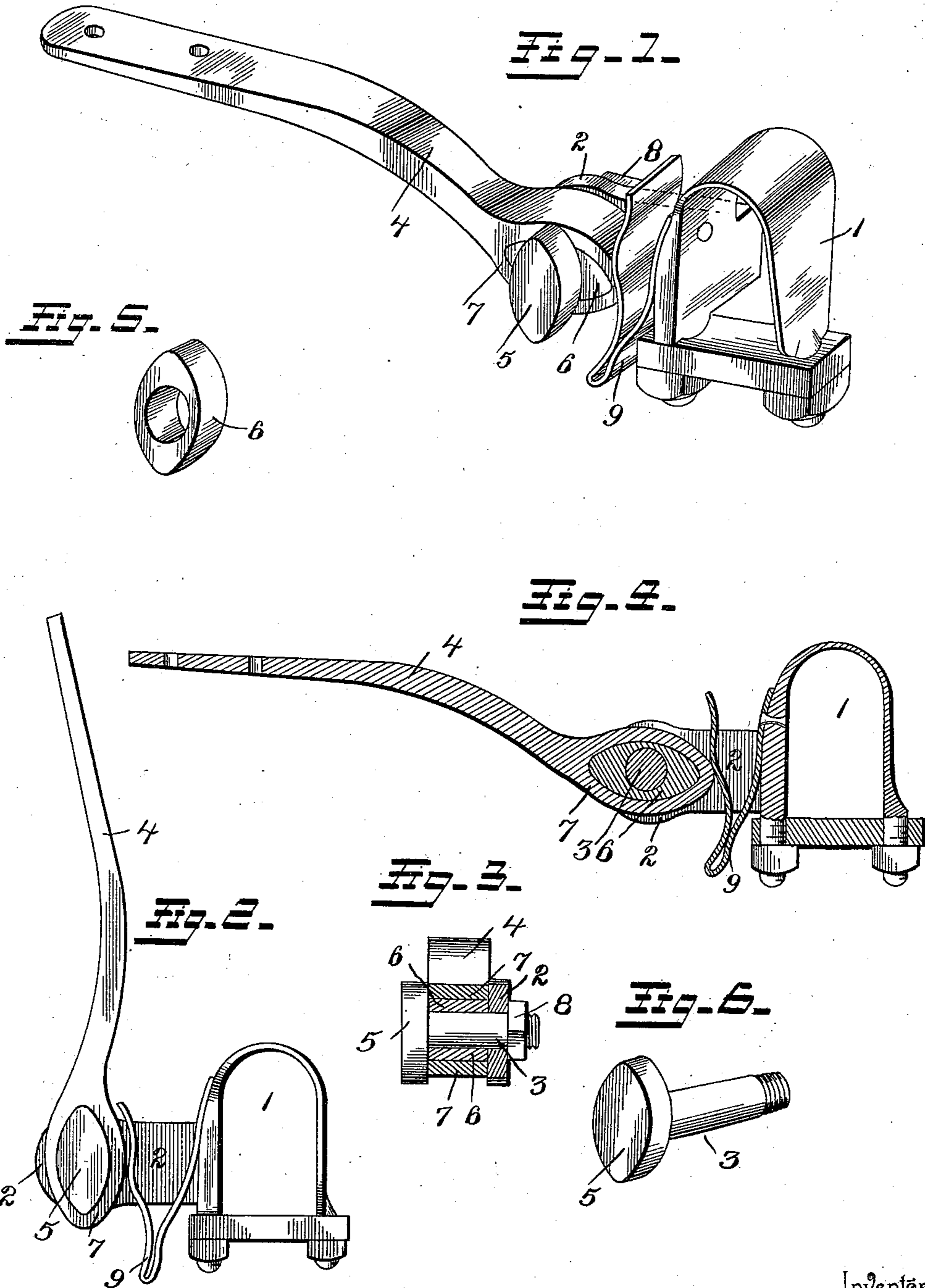


(No Model.)

L. R. HERTERT.
THILL COUPLING.

No. 544,788.

Patented Aug. 20, 1895.



Inventor
Lucien R. Hertert

Witnesses

W. Koerth.
J. H. Piley

By *his* Attorneys.

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UNITED STATES PATENT OFFICE.

LUCIEN R. HERTERT, OF PIERCE, NEBRASKA.

THILL-COUPLING.

SPECIFICATION forming part of Letters Patent No. 544,788, dated August 20, 1895.

Application filed June 8, 1895. Serial No. 552,145. (No model.)

To all whom it may concern:

Be it known that I, LUCIEN R. HERTERT, a citizen of the United States, residing at Pierce, in the county of Pierce and State of Nebraska, have invented a new and useful Thill-Coupling, of which the following is a specification.

The invention relates to improvements in thill-couplings.

The object of the present invention is to improve the construction of thill-couplings and to provide a simple and inexpensive combined thill-coupling and antirattler which will enable a pair of thills or a vehicle-pole to be readily disconnected from an axle and attached to the same.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claim hereto appended.

In the drawings, Figure 1 is a perspective view of a thill-coupling constructed in accordance with this invention. Fig. 2 is a side elevation of the same, the thill-iron being arranged in position for uncoupling. Fig. 3 is a transverse sectional view. Fig. 4 is a central longitudinal sectional view. Fig. 5 is a detail perspective view of the elliptical bearing-block. Fig. 6 is a detail perspective view of the coupling-bolt.

Like numerals of reference indicate corresponding parts in all the figures of the drawings.

1 designates an axle-clip provided with a forwardly-projecting horizontally-disposed ear 2, having a perforation at its outer end receiving a transverse pivot-bolt 3, on which a thill-iron 4 is mounted and which connects the same with the axle-clip, whereby a thill is coupled to the front axle of a vehicle. The coupling-bolt is provided at one end with a vertically-disposed elliptical head 5, offset from the perforated ear 2, and forming an intervening space between it and the perforated ear to receive an elliptical bearing-block 6 and the eye 7 of the thill-iron.

The elliptical bearing-block 6 is of the same size and shape as the head 5 of the pivot-bolt 3, and is adapted to be turned to a vertical position to correspond with the position of the head of the bolt, to enable the coupling-

eye 7 of the thill-iron to be passed over the head 5 of the bolt 3 and to fit on the bearing-block 6. The eye 7 of the thill-iron 4 is provided with an elliptical opening of the same size and shape as the head 5 of the bolt 3 and the block 6, and when the head 5 and the block 6 are arranged in alignment the eye 7 of the thill-iron may be readily passed on and removed from the coupling-block 6.

The bolt 3 is rounded for the reception of the bearing-block 6, and is fixed in the eye or perforation of the ear 2 against rotation by any suitable means, and it projects from the other side of the ear and is threaded for the reception of a nut 8, which is screwed up against the ear 2.

In order to prevent noise and rattling, a substantially V-shaped spring 9 is secured to the axle-clip, and is interposed between the same and the eye of the thill-iron, and is adapted to be engaged by the latter when the thill is lowered to its operative position. When it is elevated, as illustrated in Fig. 2 of the accompanying drawings, the front side of the spring is sufficiently separated from the thill-iron to permit the same to be readily passed on and removed from the bearing-block.

It will be seen that the thill-coupling is exceedingly simple and inexpensive in construction, that it is a complete antirattler, and that the thill-iron may be readily removed from the pivot-bolt and quickly replaced thereon. It will also be apparent that the thill-iron cannot while the vehicle is in use become accidentally disconnected from the front axle.

Changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention, such as constructing the head of the bolt, the bearing-block, and the eye of the thill-iron diamond-shaped, oblong, or any other elongated shape, elliptical being the preferred form.

What I claim is—

A thill coupling, comprising an axle clip provided with a forwardly extending ear, a transverse pivot bolt mounted on the ear and provided with an elongated head disposed vertically, the elongated bearing block mounted on the bolt and located between the head

thereof and the ear and being of the same size and shape as the head of the bolt, and adapted to be turned into a vertical position to align with the said head, and an iron designed
5 to be secured to a thill or the like and provided with an elongated eye conforming to the configuration of the head of the bolt and the bearing block, and adapted to be placed on and removed from the block when the lat-

ter is aligned with the head of the bolt, substantially as described.

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

LUCIEN R. HERTERT.

Witnesses:

PHILIP A. WEYHRICH,
W. E. POWERS.