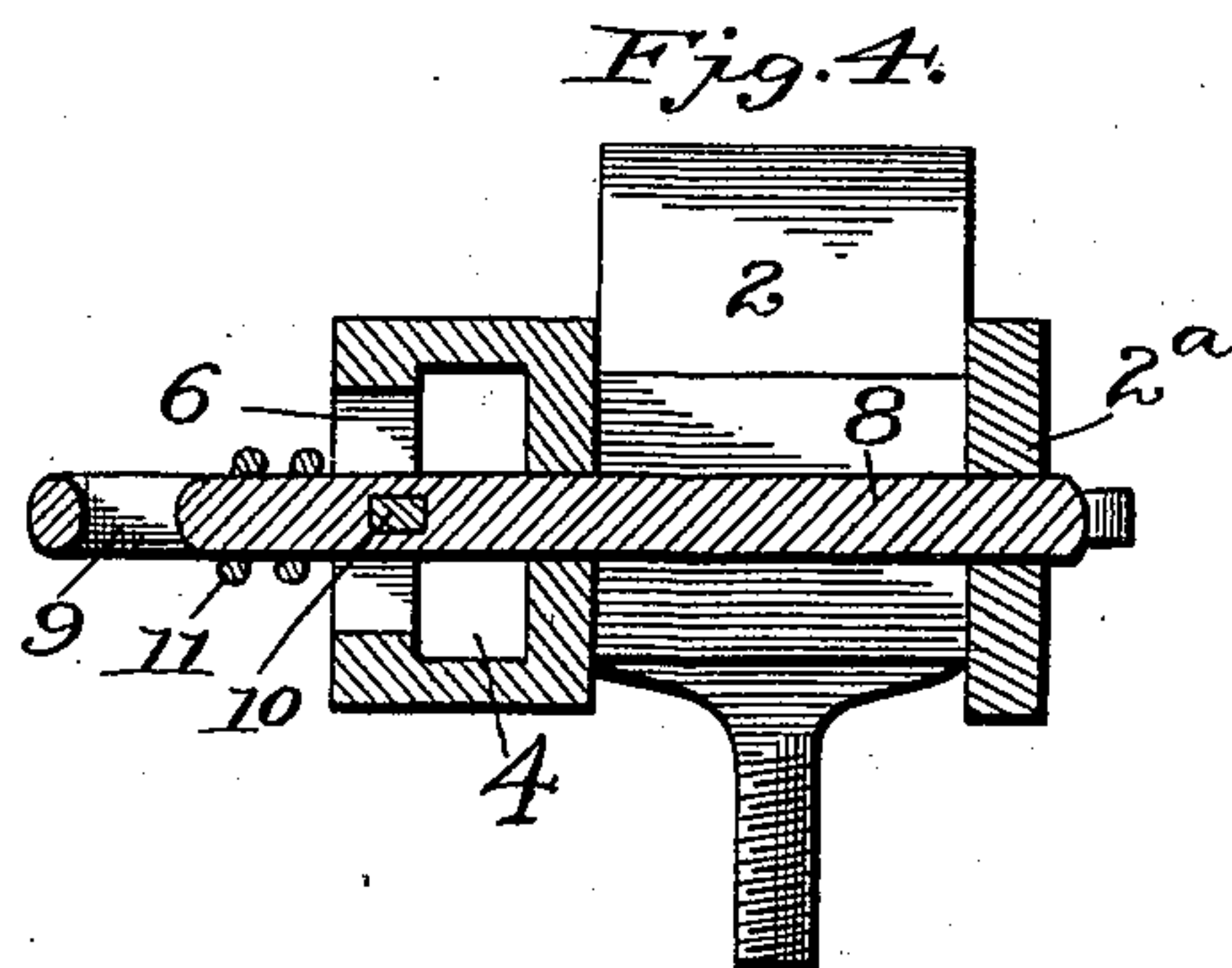
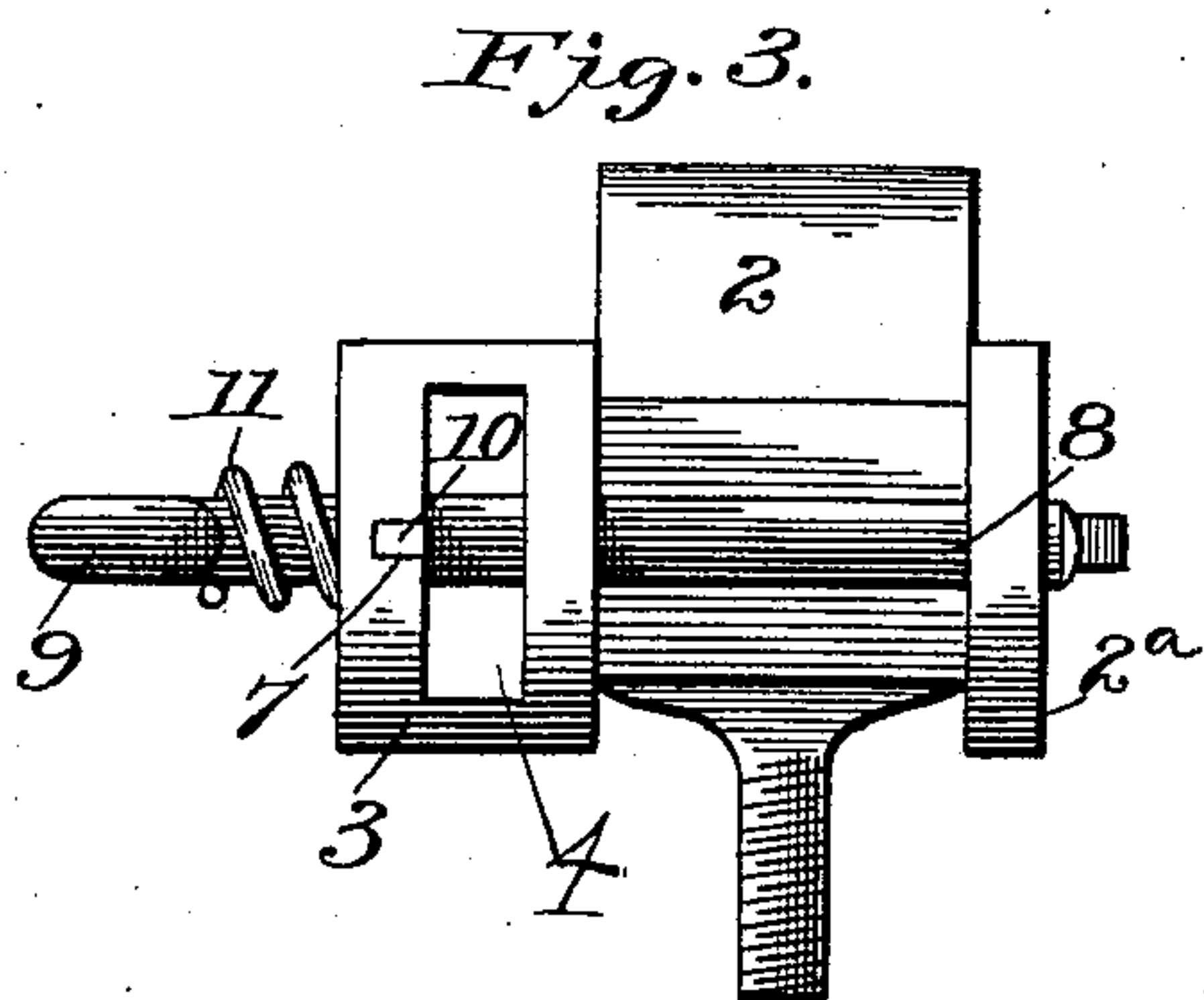
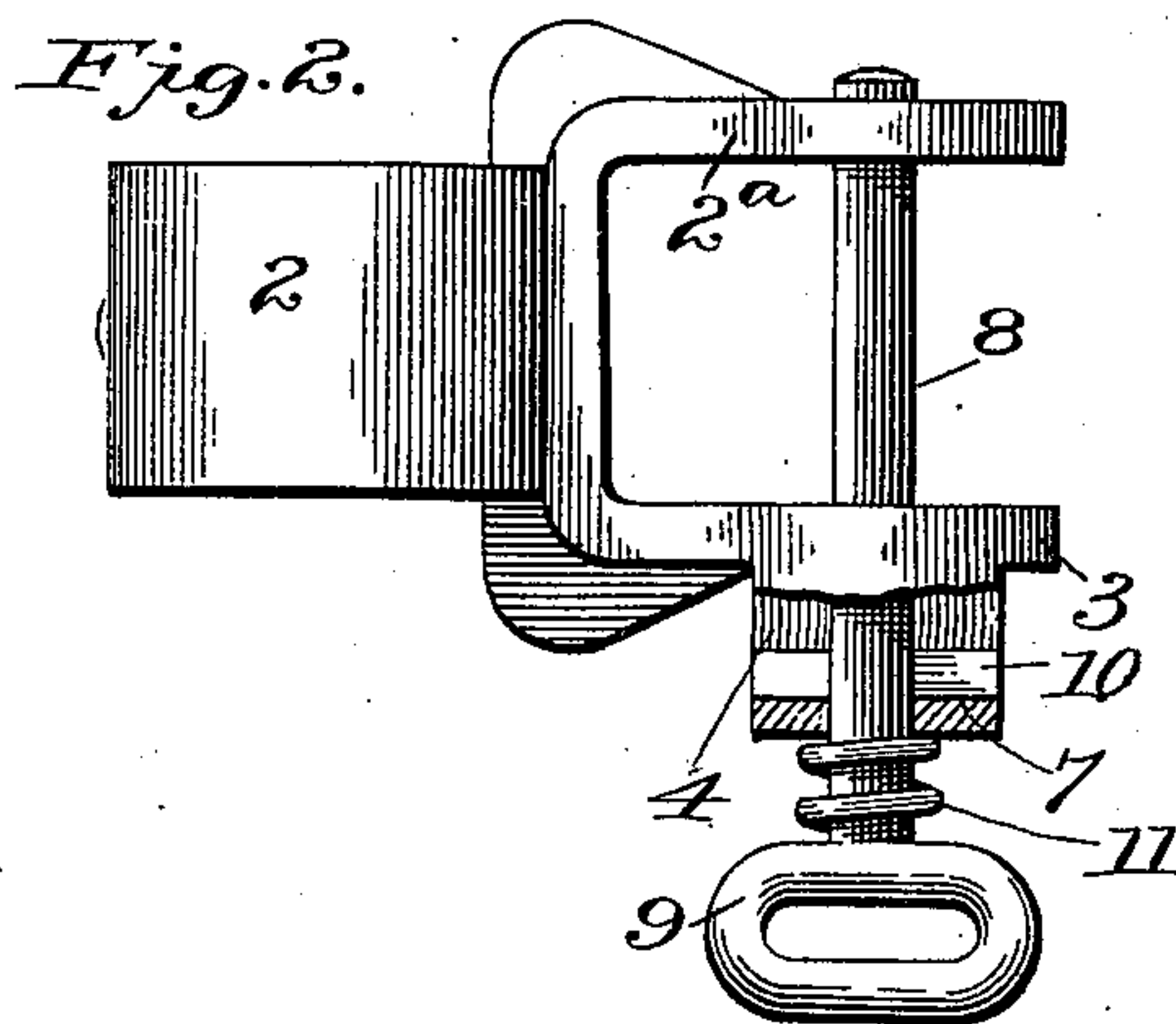
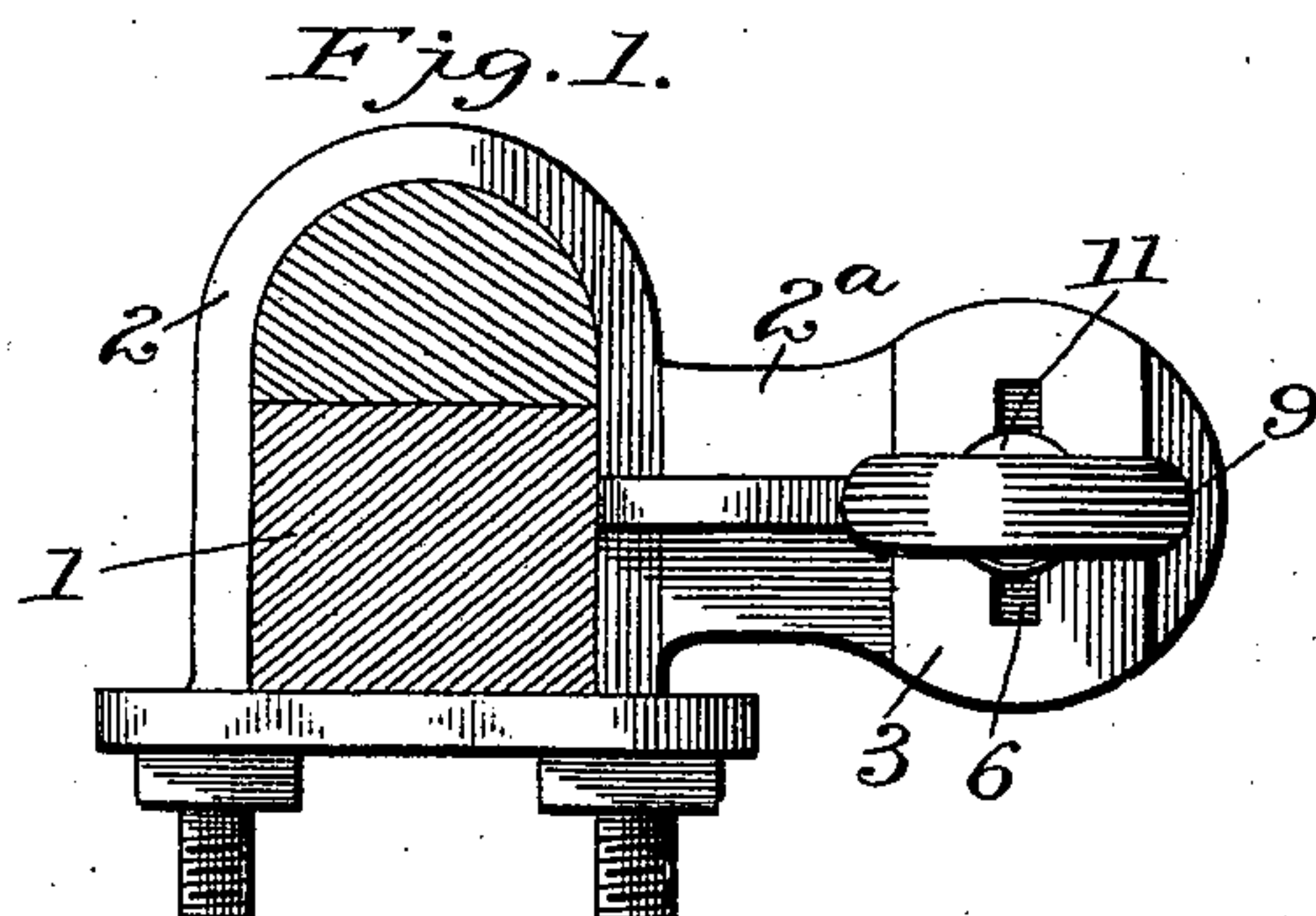


(No Model.)

E. B. LEWIS.
THILL COUPLING.

No. 574,547.

Patented Jan. 5, 1897.



WITNESSES
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UNITED STATES PATENT OFFICE.

EVERETT B. LEWIS, OF DWIGHT, ILLINOIS.

THILL-COUPLING.

SPECIFICATION forming part of Letters Patent No. 574,547, dated January 5, 1897.

Application filed July 29, 1896. Serial No. 600,928. (No model.)

To all whom it may concern:

Be it known that I, EVERETT B. LEWIS, a citizen of the United States, residing at Dwight, in the county of Livingston and State of Illinois, have invented certain new and useful Improvements in Thill-Couplings; and I do hereby 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.

My invention relates to thill-couplings.

My object is to provide an extremely simple and strong thill-coupling which will be of such improved and peculiar construction that its members can be quickly and easily separated or assembled without the necessity of employing a tool of any kind, so that the thill can be uncoupled in an exceedingly short space of time.

Having this object in view, my invention consists of a thill-coupling comprising certain novel features and combinations appearing more fully hereinafter.

In the accompanying drawings, Figure 1 is a side elevation of my improved thill-coupling; Fig. 2, a plan view; Fig. 3, a front end view, and Fig. 4 a view in cross-section taken through the locking-bolt and spring.

The numeral 1 designates the axle of a vehicle. 2 is a clip of ordinary construction which is provided with the usual clamping plate and nuts for holding the same to the axle. Formed integral with the forward portion of this clip is a U-shaped bracket 2^a, adapted to receive the end of the thill. This bracket is formed at one side into a head 3, which is provided with an opening 4, that extends from the front portion to the rear. A vertically-extending slot 6 is made through the outer portion of the head and extends therethrough, leading into the opening 4 in the latter. At right angles to this slot there is a second slot 7, which leads into the opening of the head, but does not extend through the latter, as is the case with slot 6.

The numeral 8 designates a cylindrical locking-pin which passes freely through openings in the head and the arm of the bracket opposite, and said bolt is provided with an enlarged eye 9. The bolt has extending through

the shank thereof a locking-pin 10, which projects out on both sides of said shank, said locking-pin being of a proper size to pass easily through the slot 6, so that after it has been received in the opening in the head the bolt can be turned and said pin received in the slot 7, so that it will be prevented from turning or coming loose.

The numeral 11 designates a spiral spring which encircles the shank of the bolt and is located between the eye thereof and the head of the bracket, said spring tending to keep the pin in the slot 7 after reception therein, so that the bolt will be prevented from turning or coming loose in any manner. When, however, it is desirable to unlock the thill, the bolt is pressed inwardly against the action of the spring until the pin lies in the opening in the head. After the pin has been forced into the opening of the head the bolt can be turned until the pin is brought into alinement with the slot 6, whereupon the spring will force the bolt outward and draw the pin through said slot, and the bolt can then be removed from the bracket, whereupon the thill will be uncoupled.

It is obvious that slight and immaterial changes of construction might be resorted to by a skilled mechanic without detracting from any of the advantages of my invention, and hence it is to be understood that I consider myself entitled to all such variations as come within the spirit and scope of my invention.

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

1. In a thill-coupling, the combination with a bracket adapted for connection to the axle of the vehicle and for the reception of the thill, said bracket being provided with a slot which extends through one of the arms thereof, and also having a second locking-slot in the inner face of a recess in the arm, of a cylindrical locking-bolt provided with a pin which is adapted to be passed through the first-named slot and to be turned so that its pin will be received in the locking-slot.

2. In a thill-coupling the combination with a bracket adapted for connection to the axle of the vehicle, the said bracket being provided with an open head, which head is formed

with an internal locking-slot and also having
a slot which leads through the side of the
head into the opening in the latter, of a lock-
ing-bolt provided with a pin which is adapted
5 to be passed through the last-named slot and
be turned so that its pin will be received in
the locking-slot, and a coil-spring encircling
the bolt and interposed between the end of
the latter and the head of the bracket where-

by after the bolt is once located the pin is re- 10
tained in the locking-slot.

In testimony whereof I have signed this
specification in the presence of two subscrib-
ing witnesses.

EVERETT B. LEWIS.

Witnesses:

B. H. GROLL,
W. M. DAVIS.