

(No Model.)

F. P. JOHNSON.  
ANTIRATTLE FOR THILL COUPLINGS.

No. 598,376.

Patented Feb. 1, 1898.

Fig. 1.

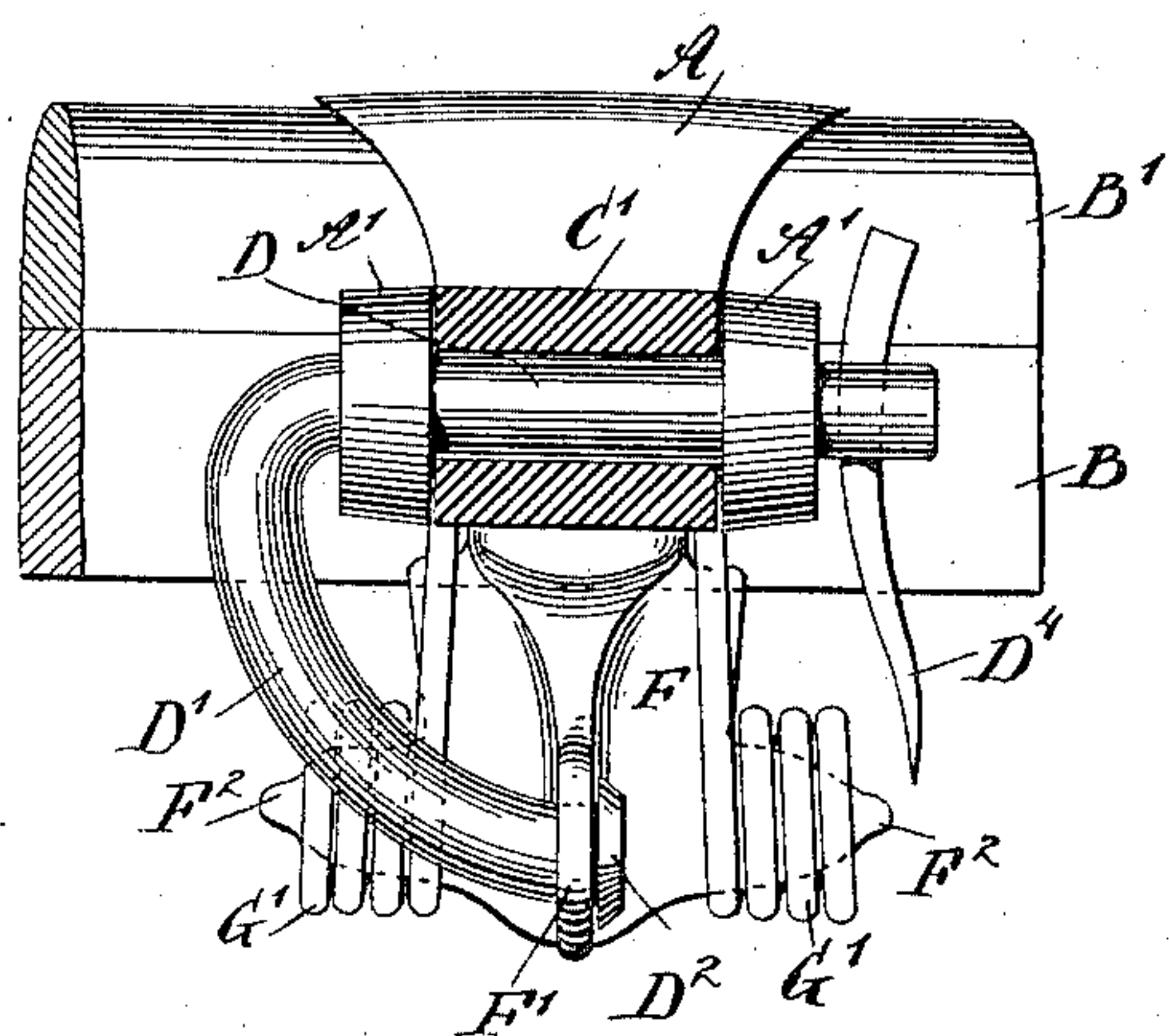


Fig. 2.

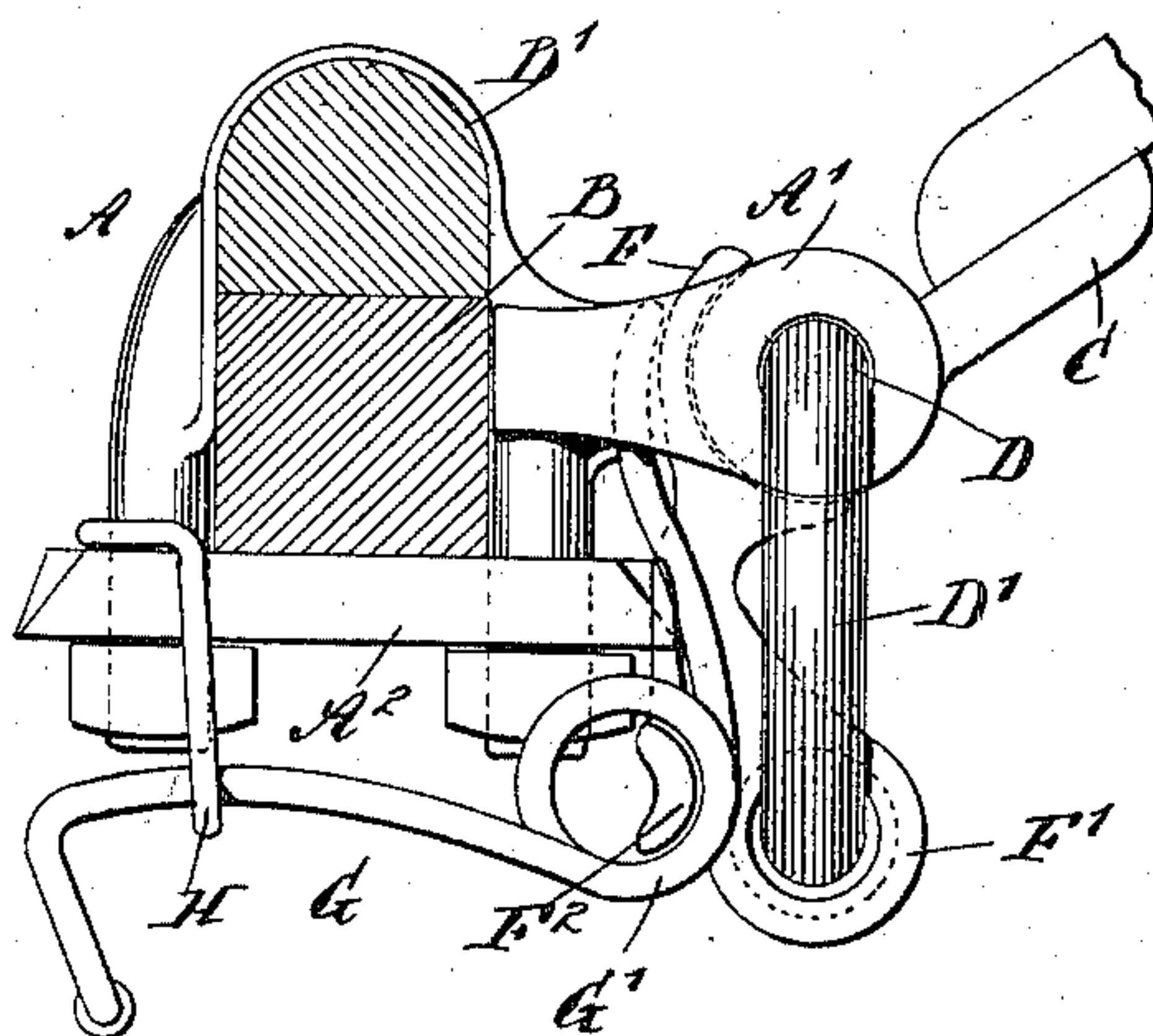


Fig. 3.

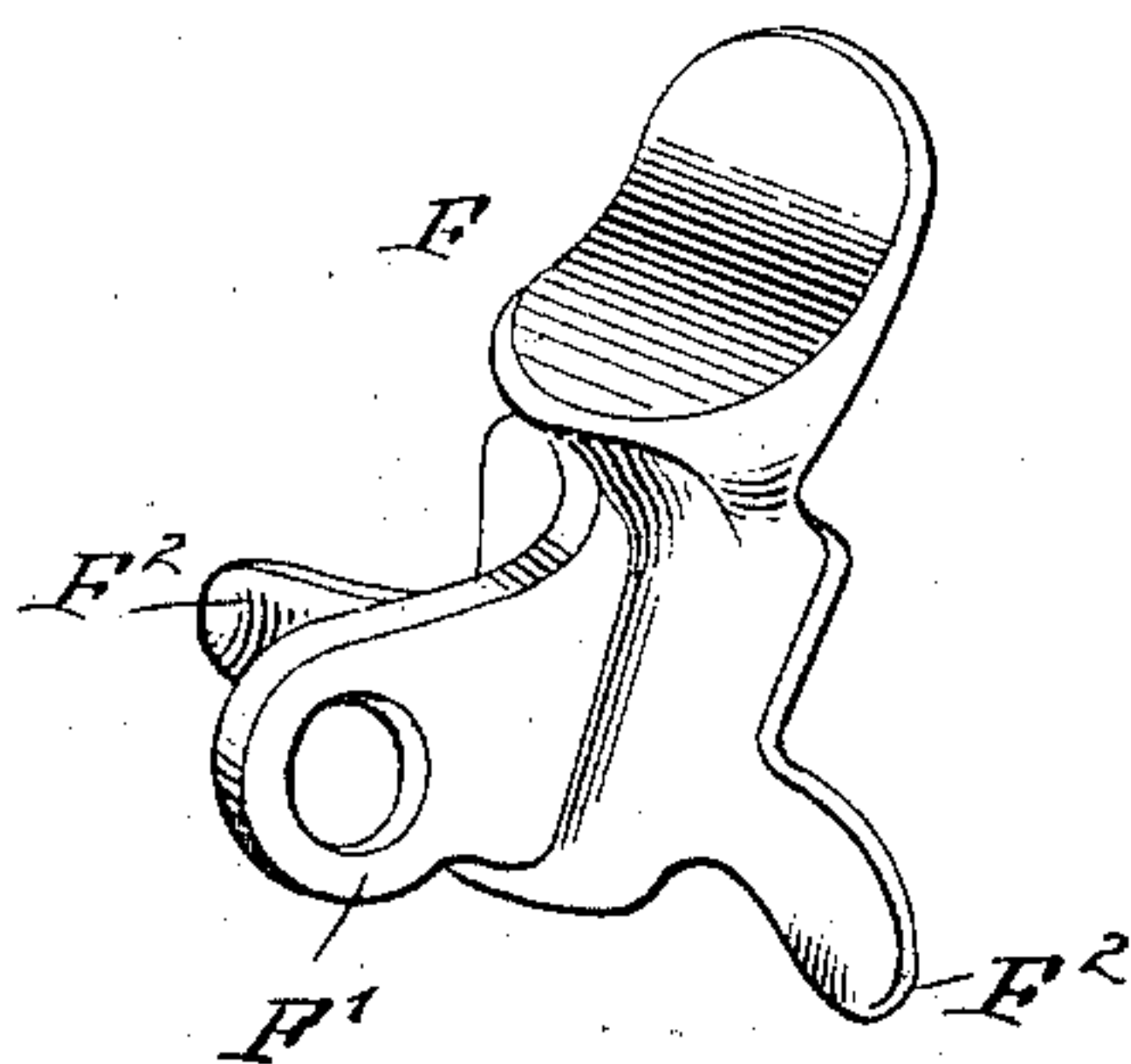
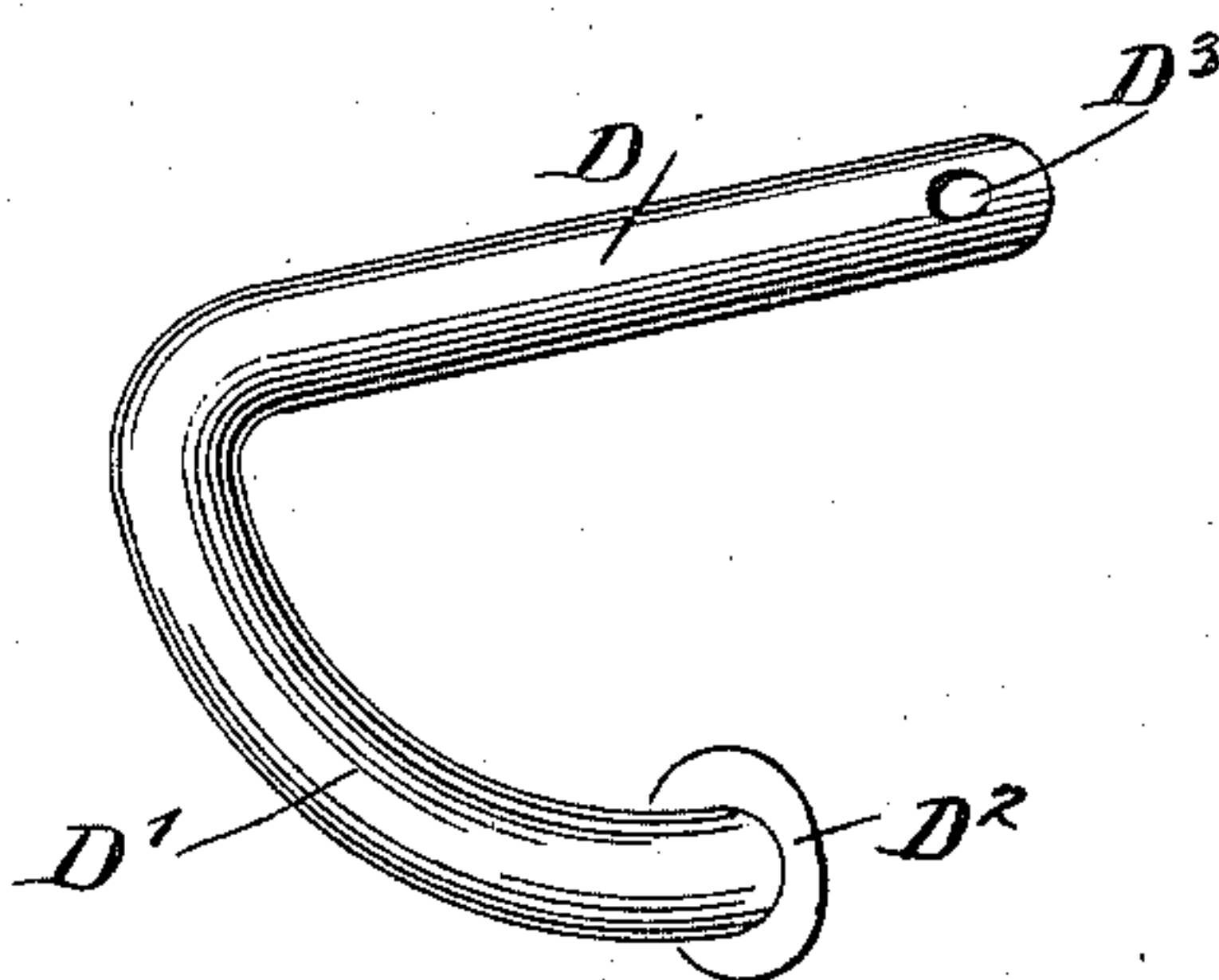


Fig. 4.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

FRANK P. JOHNSON, OF DANVILLE, PENNSYLVANIA.

## ANTIRATTLER FOR THILL-COUPPLINGS.

SPECIFICATION forming part of Letters Patent No. 598,376, dated February 1, 1898.

Application filed September 7, 1897. Serial No. 650,784. (No model.)

*To all whom it may concern:*

Be it known that I, FRANK P. JOHNSON, of Danville, in the county of Montour and State of Pennsylvania, have invented a new and Improved Antirattler Thill-Coupling, of which the following is a full, clear, and exact description.

The invention relates to antirattler thill-couplings such as are shown and described in Letters Patent of the United States No. 515,688, granted to me on February 27, 1894.

The object of the present invention is to provide certain new and useful improvements in antirattler thill-couplings whereby rattling is completely prevented, all wear is automatically taken up, and the bolt is arranged for use on both right and left hand couplings and is held securely in place.

The invention consists of certain parts and combinations, as will be fully described hereinafter and then pointed out in the claim.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a sectional front view of the improvement. Fig. 2 is a sectional side elevation of the same. Fig. 3 is a perspective view of the wear-plate, and Fig. 4 is a like view of the pivot or bolt for the thill-socket.

A clip A is fastened in the usual manner to an axle B and a stock B', and on the clip are formed the usual ears A' for receiving between them the sockets C' of a thill C, the said socket and ears being engaged by a pivot or bolt D, formed at one end with a downwardly and transversely ranging extension D', engaging at its lower end an apertured lug F', projecting from a wear-plate F in contact with the thill-socket C' and pressed on by a spring G, similar to the one shown and described in the Letters Patent to which reference has been hereinbefore made.

The spring G is provided with coils G', engaging lugs F<sup>2</sup> on the wear-plate F, and the said spring is also engaged by a yoke or bail

H, adapted to be hooked upon the clip member A<sup>2</sup> of the clip A, as shown in the drawings, and more fully described in the Letters Patent above mentioned.

On the lower end of the extension D' and on the opposite side of the lug F', which the extension enters, is formed a head D<sup>2</sup> for preventing accidental disengagement of the extension and the lug F'.

In the free end of the bolt or pivot D is formed an aperture D<sup>3</sup>, adapted to be engaged by a piece of leather or other means D<sup>4</sup> to prevent the bolt from accidentally slipping out of its bearing in the clip-ears A'.

It will be seen that the device is very simple and durable in construction, is not liable to get out of order, and can be readily applied by passing the bolt into the ears either from the right or the left hand side, so that the same bolt can be used for right or left hand couplings. Furthermore, it will be seen that by having the wear-plate pressed on by a spring all wear is readily taken up, so that the device is not liable to rattle even after considerable use.

One of the advantages of this device is the quick change it permits from pole to thills, and it is evident that by the construction described the device is perfectly safe and can be manufactured at a very low price.

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

An antirattler comprising a bolt for securing the thill to the axle-clip, the bolt having one end extended downwardly and inwardly, a wear-plate, the lower end of which has connection with the downwardly and inwardly ranging extension of the bolt, and a spring engaging the lower portion of the wear-plate and pressing forward the upper portion thereof.

FRANK P. JOHNSON.

Witnesses:

ALEX. H. GRONE,  
W. S. LOVETT.