

No. 667,179.

Patented Feb. 5, 1901.

G. C. BASTABLE.
THILL COUPLING.

[Application filed Sept. 9, 1899. Renewed Nov. 17, 1900.]

(No Model.)

Fig. 1.

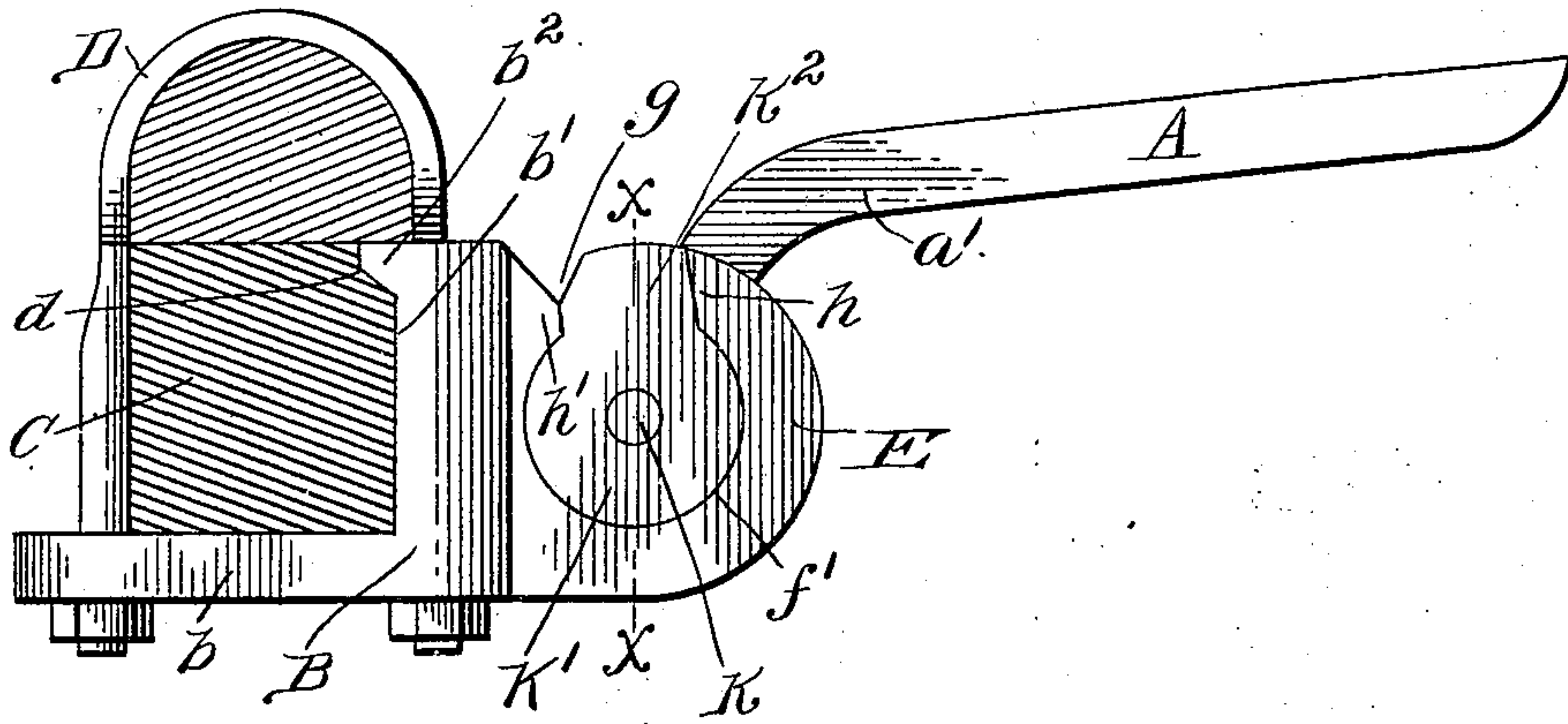


Fig. 2.

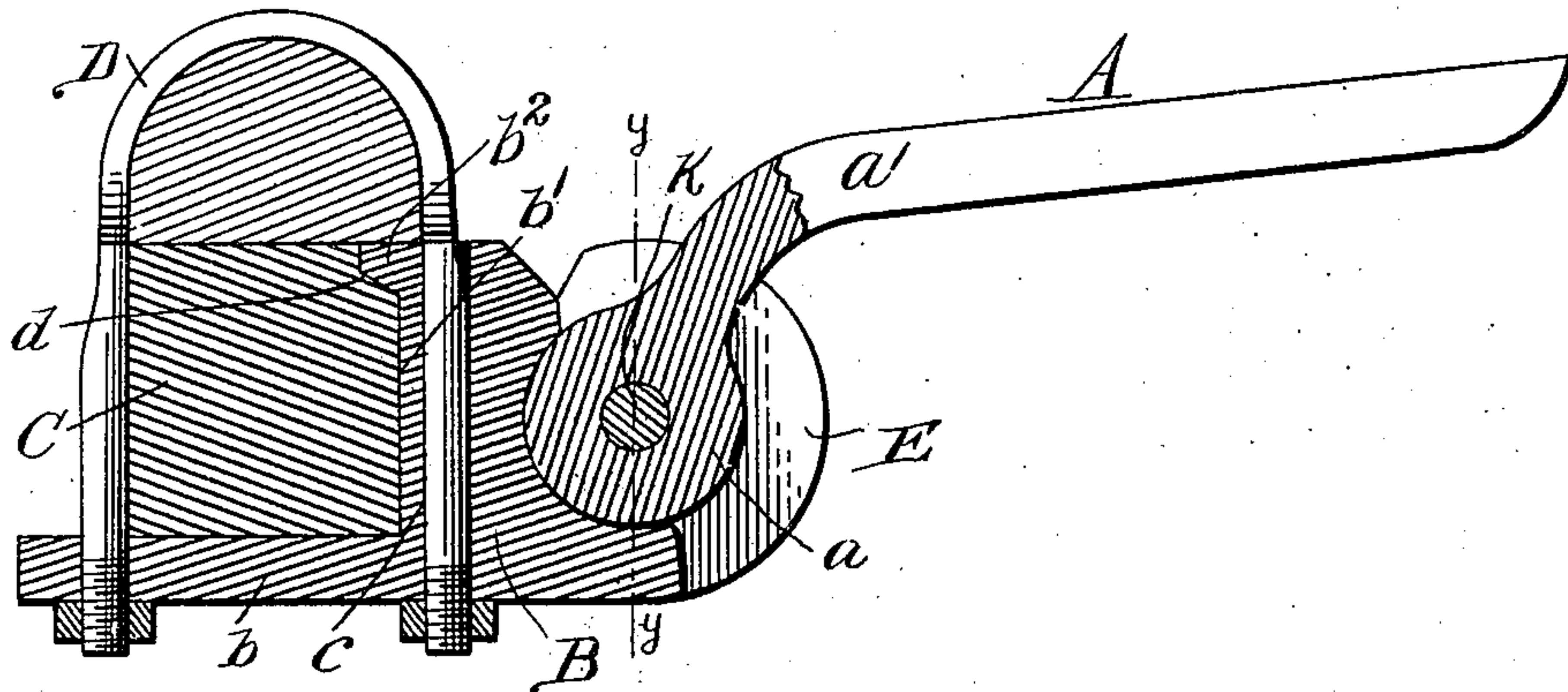
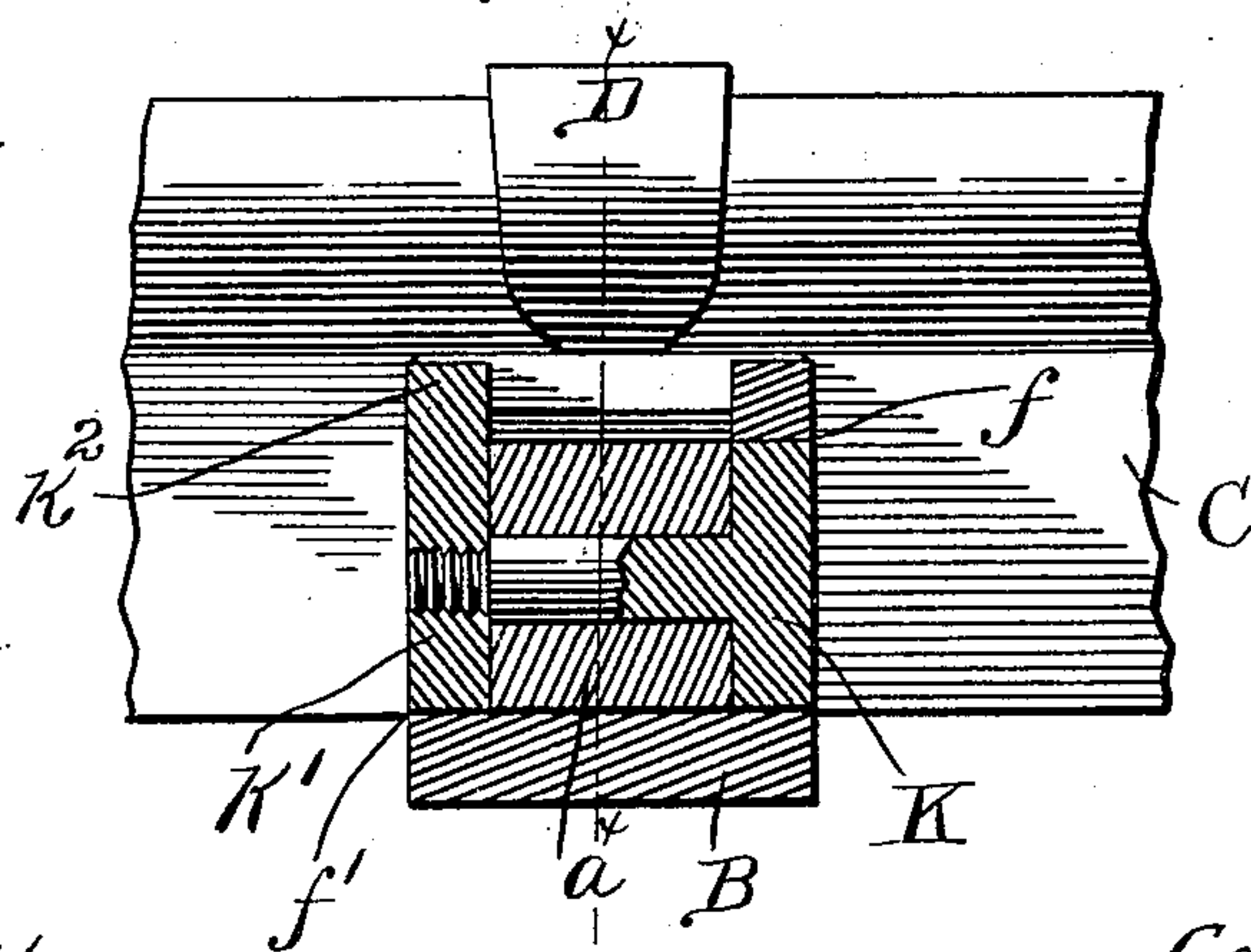


Fig. 3.



WITNESSES:

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THILL-COUPLING.

SPECIFICATION forming part of Letters Patent No. 667,179, dated February 5, 1901.

Application filed September 9, 1899. Renewed November 17, 1900. Serial No. 36,864. (No model.)

To all whom it may concern:

Be it known that I, GEORGE C. BASTABLE, a citizen of the United States, and a resident of Bethesda, in the county of Belmont and State of Ohio, have invented certain new and useful Improvements in Thill-Couplings; 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 letters of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a side elevation of my coupling as applied. Fig. 2 is a section on the line $x x$, Fig. 3. Fig. 3 is a section on the line $y y$, Fig. 2.

This invention is designed to provide an antirattling thill-coupling of improved character capable of permitting the thills to be readily and quickly coupled to or uncoupled from the vehicle; and it consists in the novel construction and combination of parts, all as hereinafter described, and pointed out in the appended claims.

Referring to the accompanying drawings, the letter A designates the thill-iron, which is of the usual character, and B the coupling-iron. The latter has a rearwardly-projecting lower portion or extension b reaching back under the axle C and perforated to receive the rear leg of the U-clip D. The rear wall of the body of the iron is formed with a square face b' to abut closely against the front side of the axle and with a lip b^2 , which enters a recess d of the axle. The body of the iron is also formed with a perforation c for the front leg of the clip D and with the forwardly-projecting parallel lugs E. One of said lugs is formed with a closed circular opening f , while the other has a similar aperture f' , into the upper portion of which leads a slot or passage g , having the beveled wall h at one side and the beveled lip or shoulder h' at the opposite side. The thill-iron A is provided with the usual eye or barrel a of the proper length to fit neatly but loosely between the lugs E.

K designates the coupling-bolt, which is passed loosely through the said eye or barrel. On one of the projecting ends of said bolt is a circular head or disk k , which is of the

proper diameter to fit neatly in the opening f of one of the lugs E. On the opposite projecting end of said bolt is secured a similar head or disk k' , but which has an upwardly-projecting arm or lug k^2 , which is designed to fit neatly the opening g , being beveled at one side to fit the beveled wall h of said opening, and recessed at the opposite side to fit the lip or shoulder h' .

The forward face of the body between the lugs E is concaved to form a bearing for the eye or barrel a of the thill-iron.

It will be readily seen that by raising the thill sufficiently to bring the shank portion a' of the thill-iron into line with the opening g the thills may be readily coupled to or uncoupled from the vehicle, the eye or barrel a , together with the headed bolt, readily entering to or passing from its seat by a lateral movement of the thills. When, however, the thills are in normal position, with the shank portion a' of the thill-irons between the lugs E, it is impossible for the coupling-bolt to work endwise and out. The engagement of the arm or lug k^2 with the opening g effectually prevents any rotary movement of the bolt.

Inasmuch as the bolt is prevented from turning and its heads fit closely the seats in the lugs E, there can be no play or looseness and consequent rattle of the bolt. The eye or barrel a fits neatly its seat, and the wear thereon is insufficient to cause looseness and rattle, while the manner in which the coupling-iron is fitted and clamped to the axle is such that it cannot work loose or rattle.

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 the axle having the recess in the upper portion of its front side, of the coupling-iron having the arm or extension under the axle, the square vertical face fitting and abutting the front side of the axle, and the lip or projection at the upper portion of said face engaging said recess, substantially as specified.

2. In a thill-coupling, the combination with the coupling-iron having the parallel lugs, one of which has a closed opening therein, and the other of which has a corresponding opening slotted at the top, of the thill-iron having

the eye or barrel adapted to seat between said lugs and the coupling-bolt having the heads at its ends to fit the said openings, one of said heads having an arm or lug which engages the slot leading to one of said openings, substantially as specified.

3. In a thill-coupling, the combination with the coupling-iron, having the parallel lugs E, one of which has the closed circular opening f , and the other a corresponding opening f' , and a slot or passage g leading into the upper portion of said opening, said iron also having between said lugs a concave bearing

for the eye or barrel of the thill-iron, of the thill-iron having the eye or barrel fitting said bearing, and the coupling-bolt having the circular head k fitting the opening f , and the head k' fitting the opening f' , said head k' having an arm or lug which fits the slot g , substantially as specified.

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

GEORGE C. BASTABLE.

Witnesses:

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