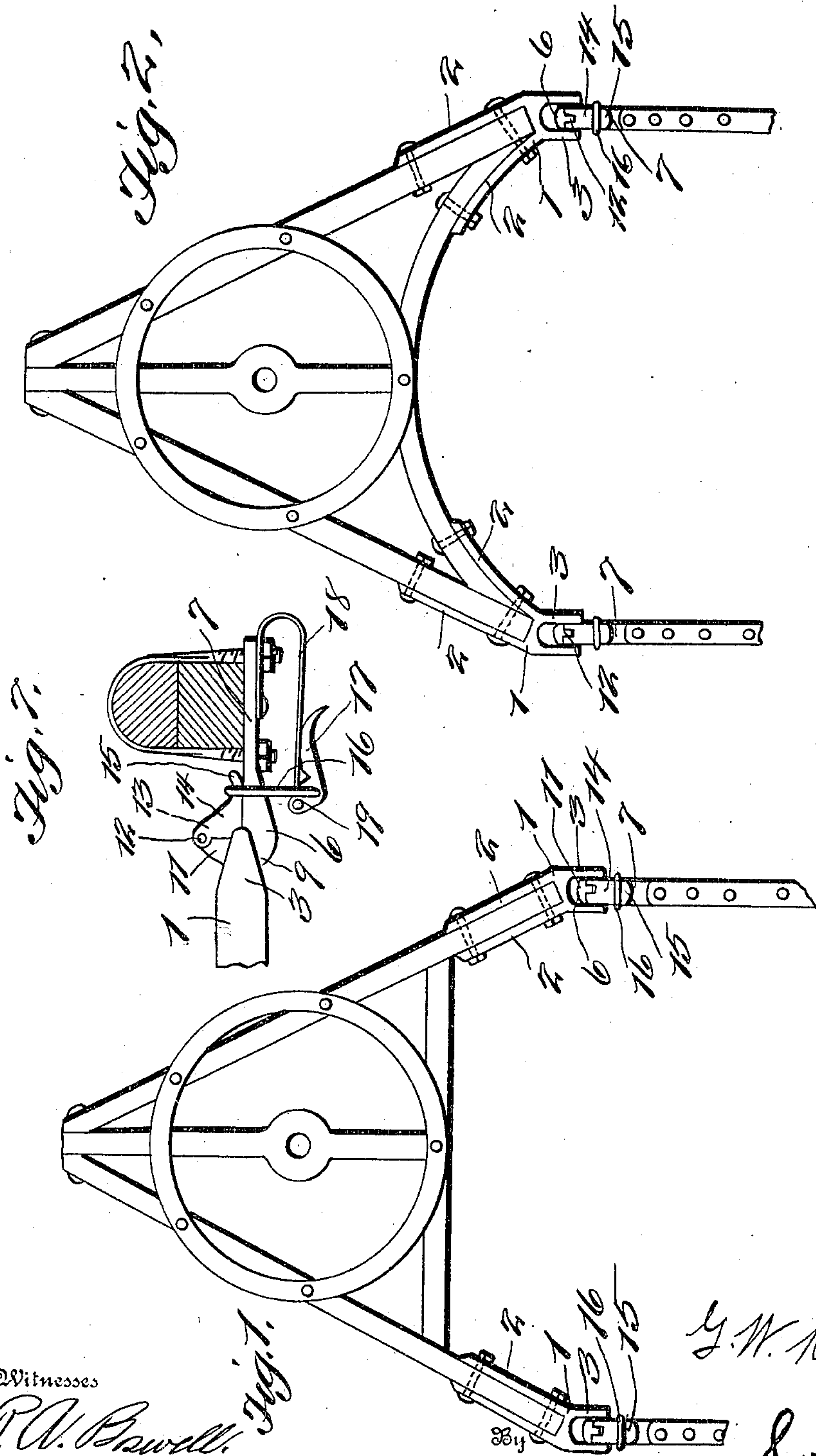


No. 837,626.

PATENTED DEC. 4, 1906.

G. W. KOHLER.
THILL COUPLING.
APPLICATION FILED DEC. 5, 1905.

2 SHEETS—SHEET 1.



Witnesses

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H. G. Whitcomb

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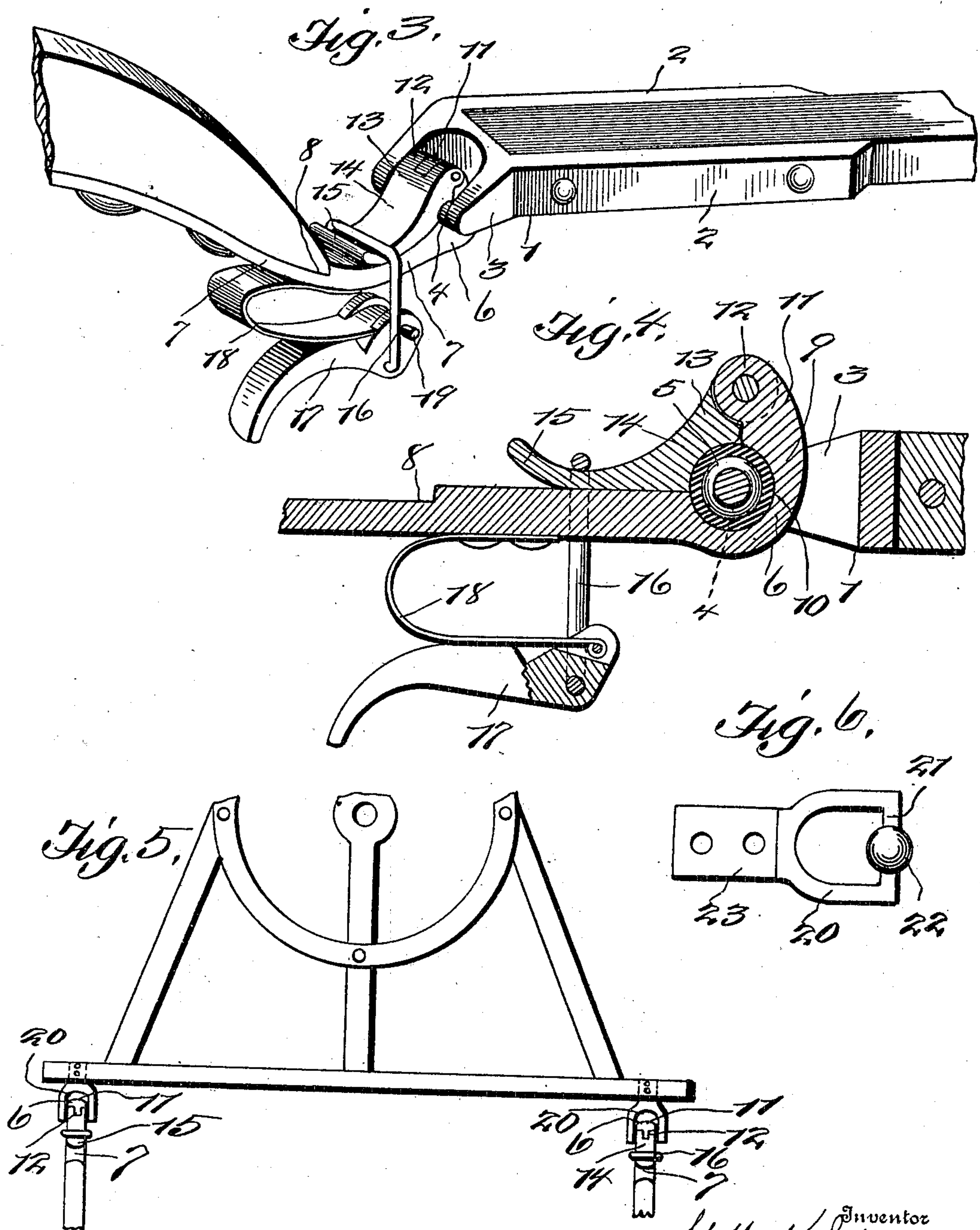
Swift & Co.
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2 SHEETS—SHEET 2.



Witnesses
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UNITED STATES PATENT OFFICE.

GUY W. KOHLER, OF FREELAND, PENNSYLVANIA.

THILL-COUPLING.

No. 837,626.

Specification of Letters Patent.

Patented Dec. 4, 1906.

Application filed December 5, 1905. Serial No. 290,380.

To all whom it may concern:

Be it known that I, GUY W. KOHLER, a citizen of the United States, residing at Freeland, in the county of Luzerne and State of Pennsylvania, have invented a new and useful Thill-Coupling; 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.

This invention relates to certain new and useful improvements in antirattling thill and platform couplings; and the object of the invention is to provide a very efficient and simple device which may be manufactured comparatively cheap, and at the same time said coupling may be easily and quickly shifted.

Another object of the invention is to provide a device of this character which may be attached to platform-gears of any desired construction which are carried by cabs, coupés, or any construction of vehicle adapted to have such platform-gears.

This invention comprises further objects and combinations of elements, which will be hereinafter more fully described, and shown in the accompanying drawings, and the novel features thereof will be particularly pointed out by the appended claim.

To obtain a full and correct understanding of the details of construction and combination of features, elements, and advantages, reference is to be had to the hereinafter set forth description in connection with the accompanying drawings, wherein—

Figure 1 is a view showing the invention applied to a suitable platform-gear. Fig. 2 is a view showing the invention applied to a modified form of platform-gear. Fig. 3 is a detail perspective view of the device. Fig. 4 is a longitudinal sectional view of the coupling. Fig. 5 is a view showing the coupling applied to a modified form of platform-gear. Fig. 6 is a top view of one of the parts shown in Fig. 5. Fig. 7 is a view showing a different application of the invention.

Making renewed reference to the accompanying drawings, wherein similar reference characters indicate the corresponding parts in the several illustrations by figures, 1 designates a member which is suitably carried or placed over the projecting ends of the platform-gear of a vehicle. This member is provided with securing-plates 2, which form the

connection between the projecting ends of the platform-gear and the member 1. Said securing-plates may be bent in any desired shape, for the purpose of fitting any angle or circle. Opposite said securing-plates 2 is a rectangular framing 3, having a lateral cross-piece 4, which has formed thereon a ball-shaped member 5, adapted to be clamped within a socket member 6, as shown clearly in Fig. 4 of the accompanying drawings. Said socket member 6 is provided with a shank portion 7, which is connected to the thills or cooperating parts of the platform-coupling of the vehicle in the desired manner. Said shank portion is recessed or cut away, as at 8, to form means of connection between said cooperating parts. This socket member 6 is provided with a bearing portion 9, which has a portion of a socket 10 therein to receive the major part of the ball-shaped member 5, which is carried by the framing 3 of the member 1. The upper part 11 of said bearing portion 9 forms a part of a hinge 12, which is adapted to cooperate with the opposite part 13 of said hinge, which is in the form of a hinged clamp 14, the outer portion of which is slightly curved, as at 15, to form a catch to hold a U-shaped clevis 16 securely in place, which clevis is securely connected to a locking-lever 17 in any desired manner suitable for the adaptation of the device. To cooperate with said locking-lever is a spring 18, formed of suitable spring-steel, having sufficient resiliency to hold the locking-lever in the position shown in Fig. 3 of the accompanying drawings, which position shows the socket member and the member 1 connected together. Said spring cooperates between the shank 7 of the socket member 6 and the locking-lever 17 in such a manner as to hold the hinged clamp securely locked in relation to the ball-shaped member 5. To prevent the locking-lever from being thrown too far out, a lug 19 is provided, which bears against the U-shaped clevis 16, as shown clearly in the accompanying drawings.

It will be observed that the socket member carried by the thill is in the nature of a hook which almost encircles the ball, so that there is little or no strain on the clamp 14, and the hooked part will remain in operative position so long as there is any pulling strain on the thills, so that there is but little danger of accident should the clamp become loosened or broken.

When it is impossible to use the member 1, a member as shown in Fig. 7 is employed, which is coupled to the front bar of the vehicle or the axle in the platform in the desired manner. This member is of the construction shown, having a U-shaped portion 20, which is provided with a cross-piece 21, which is formed with a ball-shaped member 22. Said ball-shaped member 22 acts in place of the ball-shaped member 5 when the member 1 is dispensed with. The opposite end of the member 20 is provided with a suitable shank portion 23, which is connected to the front bar of the vehicle or the axle in the platform.

From the foregoing it will be plainly observed that by the provision of a device as above set forth and shown in the accompanying drawings a very efficient platform-coupling is provided, which may be easily and quickly shifted, as desired.

Having thus fully described the invention,

what is claimed as new and useful, and desired to be secured by the protection of Letters Patent, is—

In a thill-coupling, a ball member, a hook-like socket member carried by the thill, a clamp hinged to the socket member, a loop or clevis hung on the clamp and encircling the shank portion of the socket member, a locking-lever carried by the loop or clevis, a spring secured at one end to the socket member and pivotally connected at its opposite end to the lever, and a stop-lug carried by said lever and arranged to engage the loop or clevis.

In testimony whereof I have hereto affixed my signature in the presence of two witnesses.

GUY W. KOHLER.

Witnesses:

C. O. STROH,

A. C. VAN AKEN.