(No Model.)

E. YEISER.

THILL COUPLING.

No. 306,372. Patented Oct. 7, 1884.

Fig. 1.

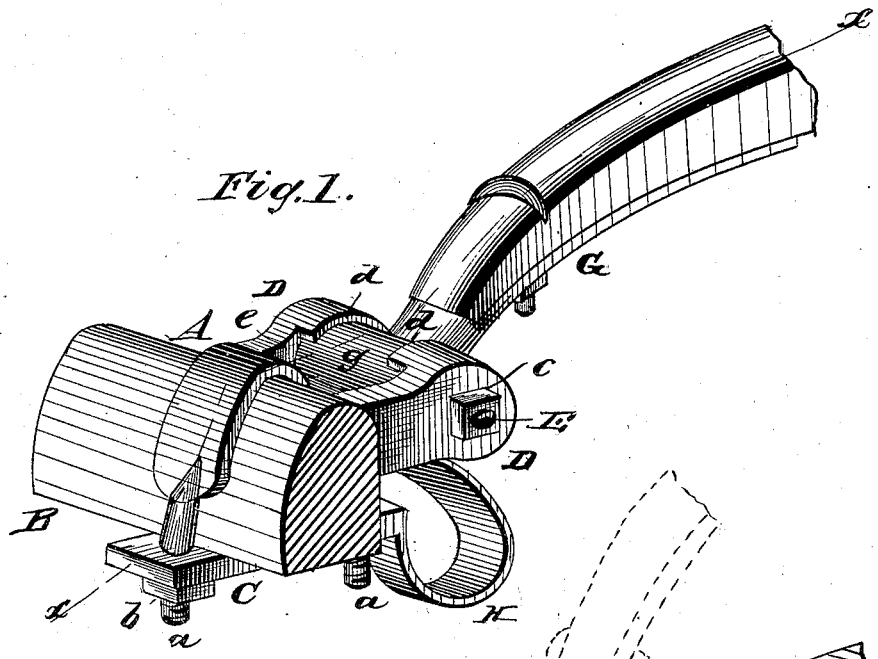

Fig. 2.

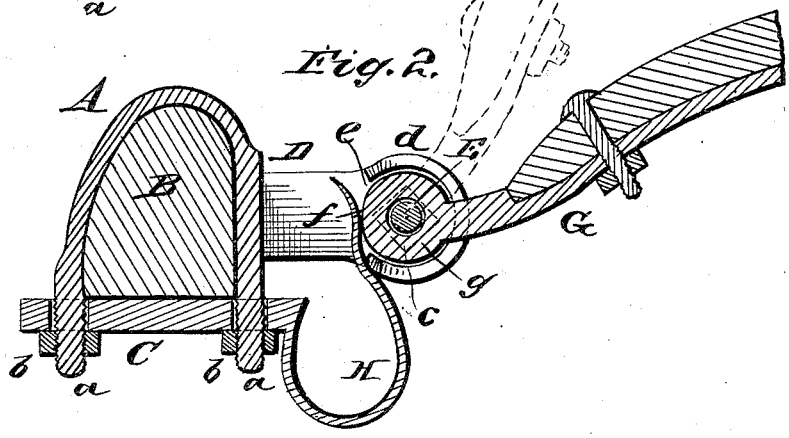

Fig. 3.

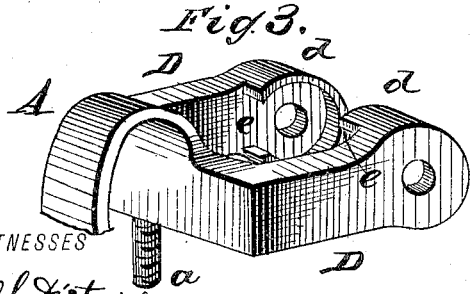

Fig. 4.

WITNESSES

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EDMUND YEISER, OF NEWMANSTOWN, PENNSYLVANIA, ASSIGNOR TO HIMSELF AND C. H. STEINMETZ, OF SAME PLACE.

THILL-COUPLING.

SPECIFICATION forming part of Letters Patent No. 306,372, dated October 7, 1884.

Application filed May 29, 1884. (No model.)

To all whom it may concern:

Be it known that I, EDMUND YEISER, of Newmanstown, in the county of Lebanon and State of Pennsylvania, have invented certain new and useful Improvements in Thill-Couplings; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification, in which—

Figure 1 is a perspective view of my improved combined thill-coupling and clip applied to part of an axle. Fig. 2 is a vertical section through the same, taken in the plane indicated by dotted line *x x*. Fig. 3 is a perspective view of the clip and its internally-flanged jaws, the thill being detached. Fig. 4 is a side view of the rear part of the thill, showing the eccentricity of the eye-piece of the thill-iron.

This invention relates to thill-couplings and clips; and it consists in a combined thill-coupling and clip constructed and adapted to operate in a manner which will be fully understood from the following description, when taken in connection with the annexed drawings.

Before describing my invention I will state that I am aware that it is not new to construct clip-straps with springs for bearing against the eye-pieces of thill-irons for the purpose of preventing rattling.

I am also aware that various devices have been essayed for preventing thills from dropping in the event of the loss of coupling-bolts. Such devices, broadly considered, I do not claim.

A designates a clip adapted to embrace the axle B. This clip is constructed with screw-threaded stems *a a*, adapted to pass through the clip-strap C, and to receive nuts *b*, that confine the same to the axle, as shown in the drawings. The clip is also constructed with a thickened front portion, from which project two ears, D D, that are parallel to each other. The front portions of the ears D D are perforated laterally to receive a coupling-bolt, E, confined in place by means of a nut, *c*. On the inner rounded end of the said ears I form flanges *d d*, which are a little greater than a semicircle, thus leaving rear contracted openings, *c*, for the entrance and removal of the ends of the perforated eye-piece *g* of the thill-iron G. It will be observed that the clip, its screw-stems, the ears, and the internal flanges thereof are all constructed entire. The ends of the eye-piece *g* of the thill-iron G are eccentric, or, in other words, these ends are slightly flattened at *f*, for the purpose of entering the recesses formed in the ears D D by the flanges *d d*, which can only be effected when the thill is in the position indicated in dotted lines, Fig. 2. When the thill is depressed to the normal position indicated in full lines, Fig. 2, it will be impossible to uncouple it from the ears of the clip, for the reason that the greatest diameter of the ends of the eye-piece *g* is in line with the openings at the back of the flanges *d d*. It will thus be seen that, even should the bolt E drop out of its place, the thill will be prevented from uncoupling from the vehicle. For the purpose of preventing rattling of the thill-coupling when it is somewhat worn, I form on the front end of the clip-strap C a spring, H, which is bent downward, forward, and backward, and thus adapted to press forward against the rear part of the eye-piece of the thill-iron. This spring will press the ends of the said eye-piece against the flanges *d d* and prevent rattling.

Having described my invention, I claim as new—

The combination, with the eye-piece, of the thill-iron, the ears of the clip embracing said eye-piece having flanges at their forward edges integral with said ears, the coupling-bolt for securing the eye-piece, and the spring constituting part of the clip-strap, arranged to press against the flattened portion of the eye-piece, the whole being constructed and adapted to be secured to the axle, substantially as specified.

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

EDMUND YEISER.

Witnesses:
C. H. STEINMETZ,
U. B. STEWART.