

(No Model.)

2 Sheets—Sheet 1.

K. PAUSCH.
THILL COUPLING.

No. 261,032.

Patented July 11, 1882.

Fig. 2.

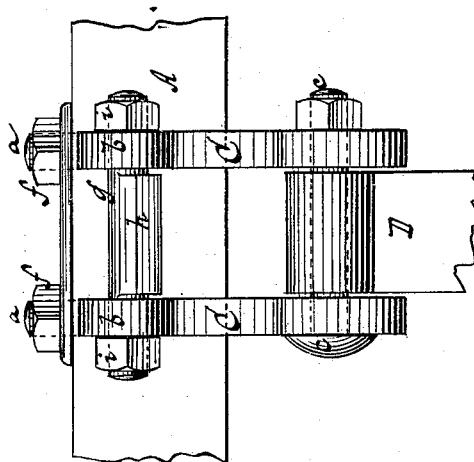
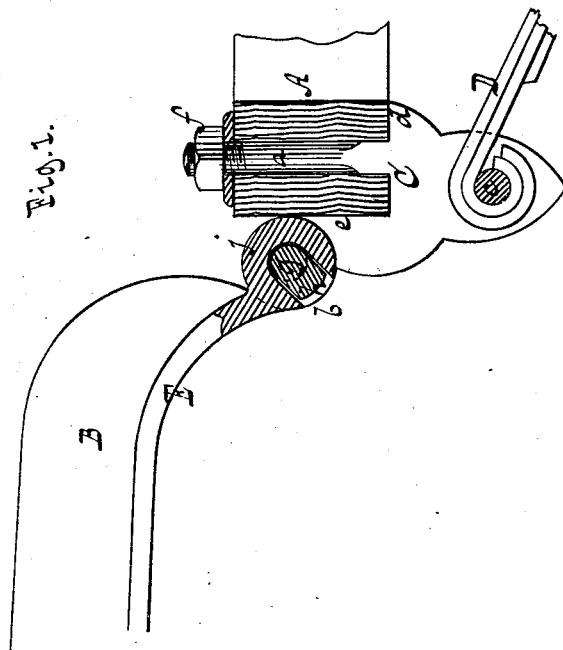


Fig. 1.



WITNESSES:

Otto Hufel and
William Miller

INVENTOR

Karl Pausch

BY *Van Santvoord & Lauff*

ATTORNEYS

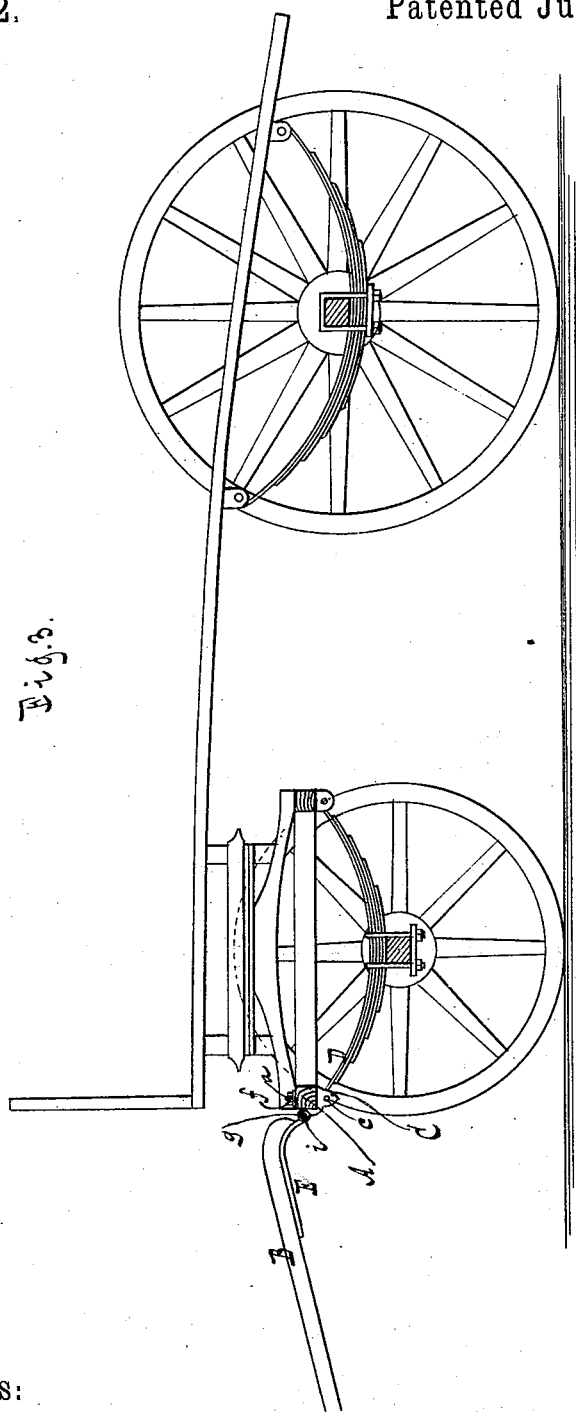
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Otto Aufeland
William Miller

INVENTOR

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UNITED STATES PATENT OFFICE.

KARL PAUSCH, OF NEW YORK, N. Y.

THILL-COUPLING.

SPECIFICATION forming part of Letters Patent No. 261,032, dated July 11, 1882.

Application filed April 27, 1882. (No model.)

To all whom it may concern:

Be it known that I, KARL PAUSCH, a citizen of the United States, residing at New York, in the county and State of New York, have invented new and useful Improvements in Shaft-Couplings, of which the following is a specification.

This invention relates to an improved device for removably connecting thills to platform-wagons, as fully pointed out and explained in the following specification.

In the accompanying drawings, Figure 1 represents a transverse section. Fig. 2 is a front view, and Fig. 3 is a view illustrating sufficient of a vehicle to show the manner of applying my invention.

Similar letters indicate corresponding parts.

In the drawings, the letter A designates the front cross-bar of the frame of a platform wagon or truck, said cross-bar, as shown, being attached to the front ends of springs, which rest on the front axle, and is part of a frame to which the lower half of the fifth-wheel is attached, as in Fig. 3. This platform-frame being constructed as ordinarily in platform wagons or trucks, I do not deem it essential to further illustrate the same.

To the cross-bar A, near each of its ends, are firmly secured brackets C C, which are by preference made of malleable iron, and each of which is provided with a vertical bolt, *a*, an eye, *b*, and a hole to receive a transverse bolt, *c*.

The vertical bolts *a* of the brackets extend through the cross-bar, and serve to draw the shoulders *d* of said brackets, Fig. 1, firmly up against the bottom surface of the cross-bar, while the branches *e* of the brackets which carry the eyes *b* bear against the front of the cross-bar, so that when the nuts *f* of the bolts *a* are drawn up tight the brackets C C are firmly retained in position.

The transverse bolt *c* passes through the eye of the spring D, as shown, and in the eyes *b* of the brackets is placed the pin *g*, which engages with the thill-iron E. Said pin is provided in its central part with a tongue, *h*, while its ends are round, and have their bearings in the eyes *b*, so that the pin can turn or rock therein. Nuts *i i*, fitted on the ends of the pin *g*, serve to retain the same in position, and with these nuts will be combined suitable devices—such as lock-nuts—to prevent them from working loose accidentally.

The eye *j* of the thill-iron is open, so that it

can be hooked over the pin *g*; but this operation can only be performed if the tongue *h* of said pin occupies a position parallel to the face of the cross-bar, or slightly inclined in an inward direction; but if the thill-iron has been hooked on and the thill is raised to its working position said tongue occupies an outwardly-inclined position, (see Fig. 1.) and the thill-irons cannot be unhooked. By these means I am enabled to connect the thill to the cross-bar A in a very simple and expeditious manner, the brackets C C being formed in such a manner that they can be readily connected to the cross-bar and to the spring, as already described, while the eyes of said brackets form the bearings for the pins which engage with the thill-irons. At the same time these pins are so constructed that they retain the thill firmly in its working position; but if the thill is brought in a downwardly-inclined position it can readily be unhooked from the pins *g*, so that in night-time, or whenever the truck is not used, said thill can be taken off and placed under the truck or carried to any place of safety.

It will be noticed that in my thill-coupling the pins *g* must rock in their bearings when the thill is attached to a horse. If desired, however, the brackets C C may also be used in connection with ordinary thill-irons having round eyes, and in this case round pins of the usual form are used.

What I claim as new, and desire to secure by Letters Patent, is—

1. The combination, substantially as hereinbefore described, of the brackets C C with the cross-bar, the spring, and the thill-iron, said brackets being provided with vertical bolts for their attachment to the cross-bar, with openings to receive the transverse bolt which passes through the eye of the spring, and with eyes to receive the pin which engages with the thill-iron.

2. As a new article of manufacture, a bracket provided with a vertical bolt, *a*, an eye, *b*, an opening to receive the transverse bolt *c*, and the shoulder *d*.

In testimony whereof I have hereunto set my hand and seal in the presence of two subscribing witnesses.

KARL PAUSCH. [L. S.]

Witnesses:

W. HAUFF,

E. F. KASTENHUBER.