

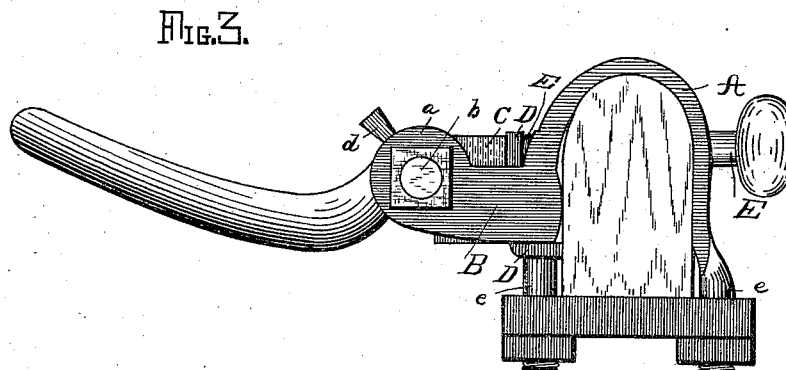
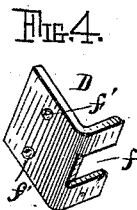
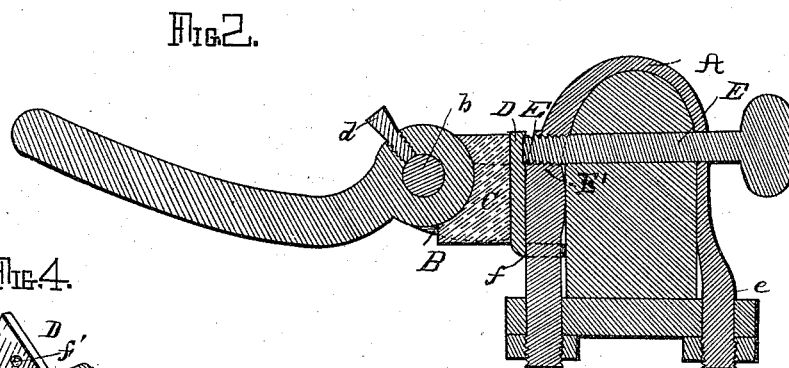
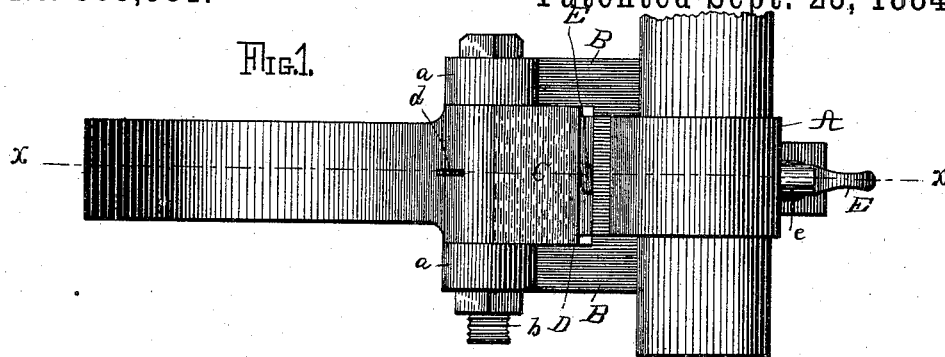
(No Model.)

B. FAHRNEY.

THILL COUPLING.

No. 305,581.

Patented Sept. 23, 1884.



WITNESSES  
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# UNITED STATES PATENT OFFICE.

BENJAMIN FAHRNEY, OF HAGERSTOWN, MARYLAND.

## THILL-COUPLING.

SPECIFICATION forming part of Letters Patent No. 305,581, dated September 23, 1884.

Application filed May 24, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, BENJAMIN FAHRNEY, a citizen of the United States of America, residing at Hagerstown, in the county of Washington and State of Maryland, have invented certain new and useful Improvements in Thill-Couplings, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention pertains to improvements in thill-couplings, having for its object to compensate wear, to prevent rattling, and to render the parts readily separable and easily put together; and the invention therefore consists of the combination of parts and their construction, substantially as hereinafter fully set forth, and pointed out in the claim.

In the accompanying drawings, Figure 1 is a plan view of my coupling. Fig. 2 is a vertical section of the same on the line *x x*. Fig. 3 is a side elevation, and Fig. 4 is a detailed view of a part thereof.

In the organization of my invention, I employ, as usual, an axle-clip, A, which embraces the axle, and a wooden bolster placed upon the latter and bolted thereto. Upon the front of the axle-clip A is formed, by being cast therewith, the thill-socket B, said socket having the forward free ends of its side pieces formed with eyes *a a*, which receive and through which is passed the pin or bolt *b*, securing the thill-eye in said socket, said thill being inserted into said socket, and said bolt being passed through said thill-eye also. Through the upper part of the thill-eye is made a lubricant-duct communicating with said eye, to permit the ready lubrication of said eye and the coupling pin or bolt *b*, said lubricant-duct being closed as against the entrance of foreign substances or dirt by a screw-plug, *d*. In rear of the thill-eye, in the socket, is inserted the usual rubber cushion or spring, C, and in rear of the latter is disposed a follower or plate, D, bearing and held against said cushion or spring by an adjusting or binding thumb-screw, E, passed through the axle-clip A and through the wooden bolster on the axle, the purpose of which is to compensate wear, as the same is reduced by constant frictional contact with the thill-eye, and to hold said spring or cushion firmly in its socket and against the thill-eye, and to prevent said cushion or spring

from accidentally leaving its place. The primary object of the above disposition of parts is to prevent the rattling of the thill coupled to the axle. The lower end of the follower or plate D is bent or extended at right angles to its main portion, as at *f*, so as to extend rearwardly and rest against the under side of the rear underneath edge of the thill-clip B, at which point said extension *e* is slotted, as at *f*, to permit the passage of the axle-clip-securing bolt adjoining it and to allow of the movement of said follower, while being provided with a bearing thereat.

I am aware that it is not broadly new to employ elastic packing, and means for adjusting it at intervals as worn, with the object of compressing the thill-eye to hold it steadfast, and thus to prevent rattling and unnecessary friction thereof; but in the construction of my thill-coupling I project the adjusting and binding thumb-screw E through the axle-clip A, which incloses the axle, the axle-clip being provided with a coincident female screw, E', and the axle with a suitable orifice for its reception, and employ the right-angular follower or plate D, having the recess *f* for the reception of clip A, which is projected through said recess and guide-plate D in order to prevent its being shifted out of position. The elastic packing is thus held on a line horizontal to the end of the thill-eye, which is an important improvement, because the thill-eye at this point is exposed to the greatest jar and friction, and consequent wear, from which results the rattling thereof, which is also in like manner avoided.

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

A thill-coupling consisting of the axle-clip A, thill-socket B, eyes *a*, for reception of pin or bolt *b*, cushion C, actuated by right-angular plate D, recessed for reception of clip A, which guides it, and threaded screw E, engaging with coincident female screw E' in clip A, substantially as shown, and for the purpose described.

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

BENJAMIN FAHRNEY.

Witnesses:

J. NOTA MCGILL,  
W. M. RHEEM.