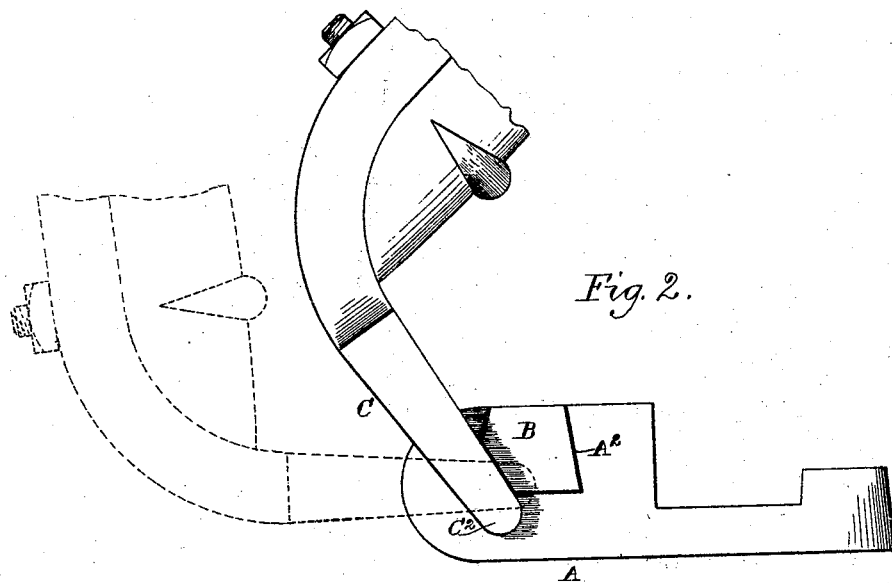
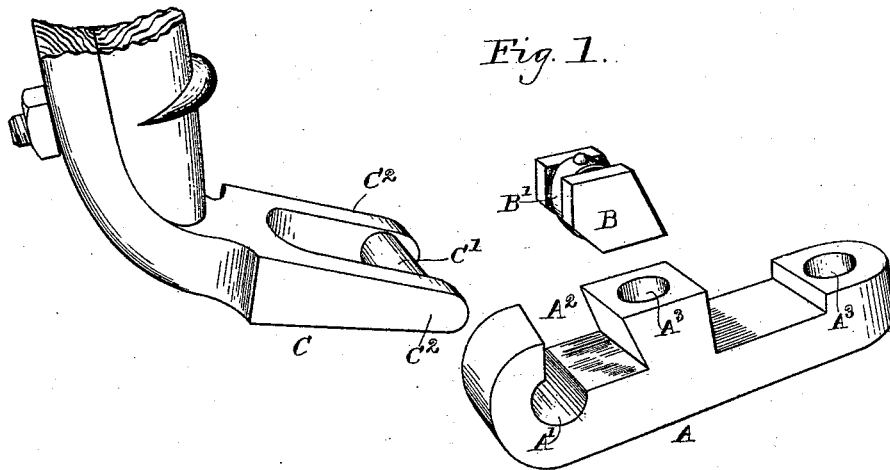


(No Model.)

F. G. TALLERDAY.
THILL COUPLING.

No. 455,806.

Patented July 14, 1891.



Witnesses:
E. F. Dowling.
P. S. Crawford.

Inventor:
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per L. L. Morrison,
Attorney.

UNITED STATES PATENT OFFICE.

FRANKLIN G. TALLERDAY, OF POPLAR GROVE, ILLINOIS, ASSIGNOR OF ONE-FOURTH TO LUCY LE DUC, OF TRYON CITY, NORTH CAROLINA.

THILL-COUPLING.

SPECIFICATION forming part of Letters Patent No. 455,806, dated July 14, 1891.

Application filed October 23, 1890. Serial No. 369,074. (No model.)

To all whom it may concern:

Be it known that I, FRANKLIN G. TALLERDAY, a citizen of the United States, residing at Poplar Grove, in the county of Boone and State of Illinois, have invented certain new and useful Improvements in Thill-Couplings, of which the following is a specification.

My invention relates to improved means of coupling thills to vehicles; and it consists of certain new and useful features of construction and combinations of parts, hereinafter described, and pointed out in the claim.

Referring to the accompanying drawings, which form a part of this specification, Figure 1 is a view in isometric of the disconnected parts of a thill-coupling embodying my invention. Fig. 2 is a side view of the same operatively connected together.

Like letters of reference indicate corresponding parts throughout the several views.

A is a draw-shackle, having a transverse pintle-bearing A' therein and a key-seat A², narrowest at the top thereof and opening into the pintle-bearing A'.

B is a key adapted to be slid into the key-seat A².

B' is a spring connected with the key B in any suitable manner.

C is a shaft-eye, provided with a coupling-pintle C', adapted to engage with and be disengaged from the pintle-bearing A' through the open key-seat A², and having the jaws C²

thereof produced rearward sufficiently to retain the key B in its seat A², as indicated by dotted lines in Fig. 2, when the position of the shaft-eye C is normal.

The draw-shackle A is secured to the front axle (not shown) of a vehicle in the usual manner by passing a clip over the axle and inserting the ends thereof through the holes A³ therein.

The shaft-eye C is shown in solid lines in Fig. 2 in the only position at which the key B can be inserted into and withdrawn from its seat A² in the draw-shackle. The dotted lines in the same figure indicate the normal position of the shaft-eye C when in use.

The sole office of the spring B' is to prevent the thill-coupling from rattling; and it may be used or not, as desired.

I claim—

The combination of the shackle A, having a partially-circular recess A' opening into a key-seat A², and the shaft C, provided with the pintle C' and the rearwardly-extending jaws C², with the key B, reduced in size at the center and provided with a spring B' around said reduced center, all substantially as shown and described.

FRANKLIN G. TALLERDAY.

Witnesses:

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