(No Model.)

J. R. BENSON.

THILL COUPLING.

No. 489,407. Patented Jan. 3, 1893.

Fig. 1.

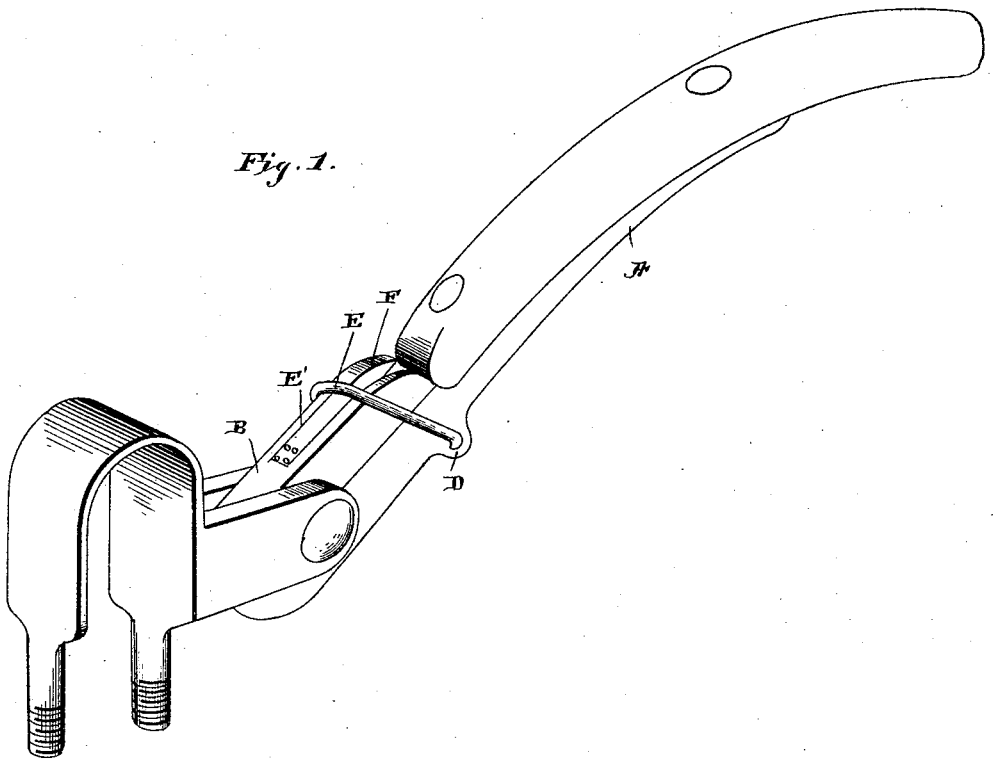
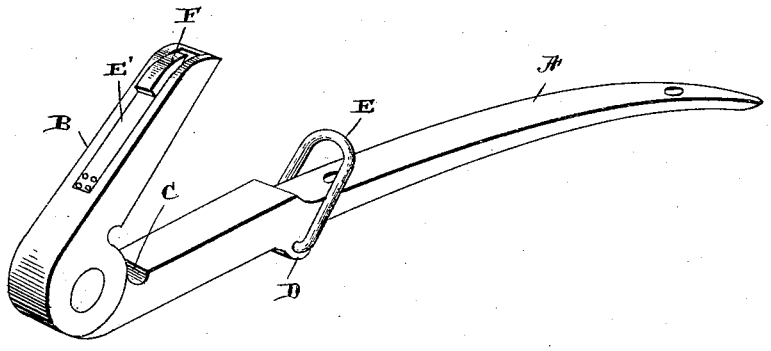


Fig. 2.



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UNITED STATES PATENT OFFICE.

JOSEPH ROBINSON BENSON, OF SONORA, TEXAS.

THILL-COUPLING.

SPECIFICATION forming part of Letters Patent No. 489,407, dated January 3, 1893.

Application filed May 18, 1892. Serial No. 433,407. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH ROBINSON BENSON, of Sonora, in the county of Sutton and State of Texas, have invented certain new and useful Improvements in Thill-Couplings; 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in thill couplings: and it consists in the novel features of construction which will be fully described hereinafter and more particularly referred to in the claim.

The object of my invention is to construct a coupling which is readily detachable from the axle clip, but which when in place is held in a most secure manner.

Referring to the accompanying drawings,—Figure 1 is a perspective view of my improved thill coupling showing its position on the clip of a vehicle. Fig. 2, is a detached view of the same.

A, represents the arm of the coupling which is secured to the rear end of the shaft or thill, and pivotally secured to the outer end thereof is the jaw B, which is adapted to be turned down on the arm A, as shown. Formed in the adjacent faces of the arm and jaw just forward from the pivotal point is the opening C, through which the clip bolt passes. Upon the under side of the arm A, is the lug D, and secured therein is the link E, which extends up around the arm A, and when the jaw B, is turned down the link may be pushed over its outer end and thus hold the two securely together. In order to prevent the link from slipping off the end of the jaw and thus opening the coupling prematurely a spring E, is provided which fits within a longitudinal recess in the upper face of the jaw B. On the outer end of this spring is formed the head F, and as the spring must be depressed before the link will swing over it it is apparent that when it is passed over the said head the latter raising it to its normal position will hold the link securely behind it. A most secure coupling is thus formed which may be removed by simply pressing downward on the headed end of the spring, allowing the link to swing forward releasing the jaw, and the latter being turned on its pivot the thills may be easily removed from the clips on the axle.

Having thus described my invention, I claim

In a thill coupling the combination of a thill arm A, perforated lug D on the under side thereof, link E confined in said perforated lug and surrounding the said arm, jaw B pivotally secured to the rear end of the arm and adapted to turn down thereon and spring E′ having head F confined in a depression in the upper side of the jaw for the purpose of securing the link E over the free end of the jaw, substantially as shown and described.

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

JOSEPH ROBINSON BENSON.

Witnesses:
W. B. ROUNTREE,
J. H. MORRISON.