No. 668,687. Patented Feb. 26, 1901.

L. G. MAYER.

THILL COUPLING.

(Application filed Dec. 6, 1900.)

(No Model.)

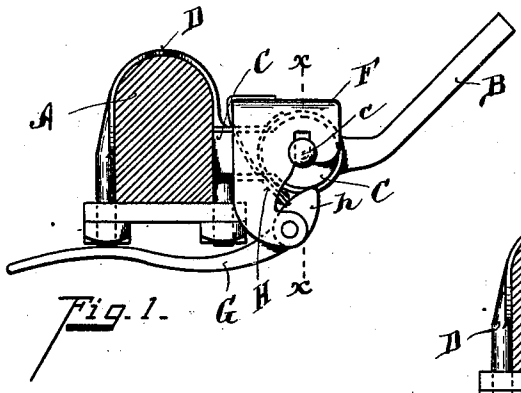

Fig. 1.

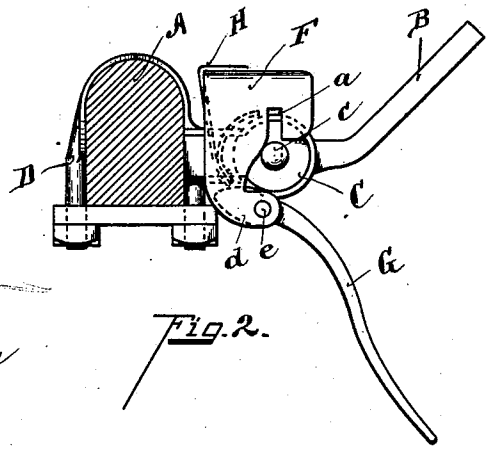

Fig. 2.

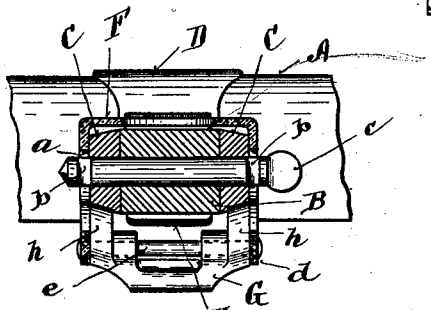

Fig. 3.

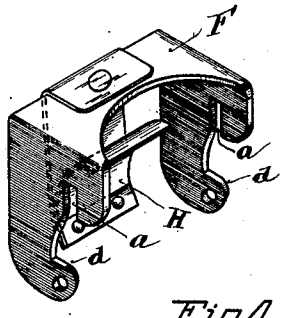

Fig. 4.

Witnesses
Olivier B. Kaiser
Pearl McMichael

Inventor
Louis G. Mayer
By Wood & Wood
Attorneys

UNITED STATES PATENT OFFICE.

LOUIS G. MAYER, OF CINCINNATI, OHIO.

THILL-COUPLING.

SPECIFICATION forming part of Letters Patent No. 668,687, dated February 26, 1901.

Application filed December 6, 1900. Serial No. 38,892. (No model.)

To all whom it may concern:

Be it known that I, LOUIS G. MAYER, a citizen of the United States, residing at Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Thill-Couplings, of which the following is a specification.

The object of my invention is to provide an antirattling device which can be applied to the ordinary form of shaft-coupling without any change.

The features of my invention are more fully set forth in the description of the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a side elevation of my improvement in position for use. Fig. 2 is a similar view of Fig. 1, showing the position of parts in the act of uncoupling. Fig. 3 is a section on line *x x*, Fig. 1. Fig. 4 is a perspective view of the coupling-shell.

A represents the axle, B the shaft-iron, and C the eyes, which are secured to the clip-yoke D in the ordinary manner. These parts are of the ordinary construction.

The features of my invention consist of a coupling-hood F, which is provided with slots *a a*, which engage over the flattened or grooved sections *b b* of the pivot-bolt *c*, on which the shaft-iron B journals.

d d represent pivotal ears through which are passed a pin *e* to secure the cam-locking lever G. The rear and inner end of this lever G is provided with a pair of cams *h h*, formed integral with the lever, which bear against the eyes C as said lever is pressed downward and draws the hood F downward to engage over the flat-sided bolt, bringing the slots *a a* of the shell into engagement therewith and locking the bolt and coupling into position.

In order that the lever G may be held in position when the parts are coupled together, I provide a compression-spring H, which engages over the eye of the shaft-iron B and presses the same firmly against the shaft-iron when the points of the cams *h h*, as it will be seen in Fig. 1, have moved past their center and tend to hold the lever in position. The spring exerts an auxiliary force for holding the cam-lever G in position. At the same time it takes up all lost motion of the joints of the coupling and effectively prevents any rattling of the parts.

It will be observed that the engagement of the coupling is automatically released by the forward movement of the cam-lever.

Having described my invention, I claim—

1. In a thill-coupling the combination with the eyes of a thill-yoke, a hood straddling the said eyes, a spring supported in said hood, open recesses in the sides of said hood adapted to pass over the ends of the coupling-bolt, a cam-lever fulcrumed in said hood under the said open orifices adapted to bear against the yoke-eyes whereby the hood is yieldingly clamped down upon the shaft-iron, substantially as specified.

2. In a thill-coupling, a hood adapted to straddle the eyes of a thill-yoke, the said hood having open downwardly-projected orifices *a*, an upturned spring H and downwardly-projected bearing-prongs *d d* in which is pivoted a cam-lever G adapted to bear against the yoke-eyes when the hood is in position, whereby the spring is made to engage the thill-iron, and the said open orifices of the hood to engage the ends of the thill-bolt, substantially as specified.

In testimony whereof I have hereunto set my hand.

LOUIS G. MAYER.

Witnesses:

OLIVER B. KAISER,

PEARL MCMICHAEL.