

(No Model.)

C. J. DE WITT.

THILL COUPLING.

No. 244,866.

Patented July 26, 1881.

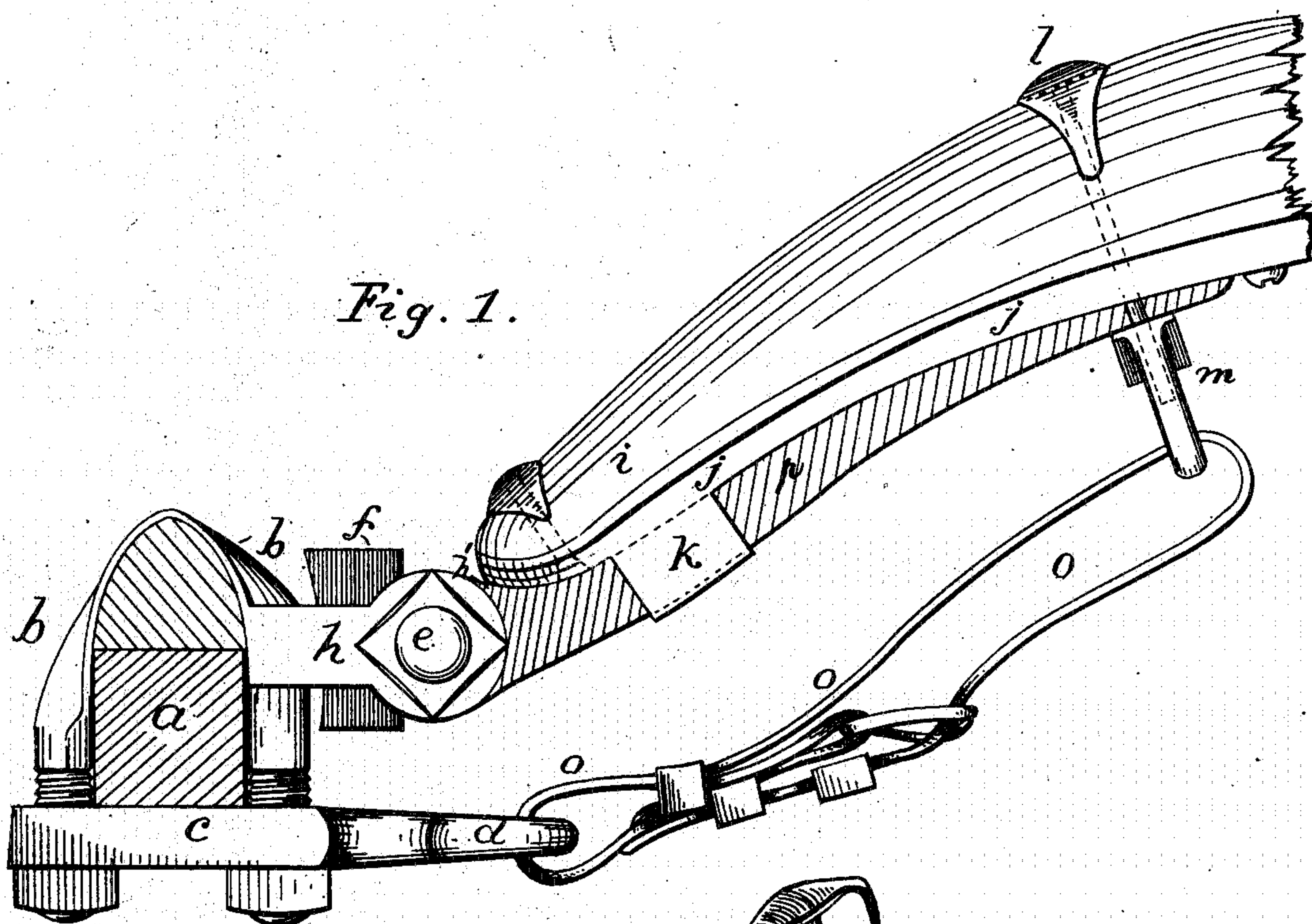
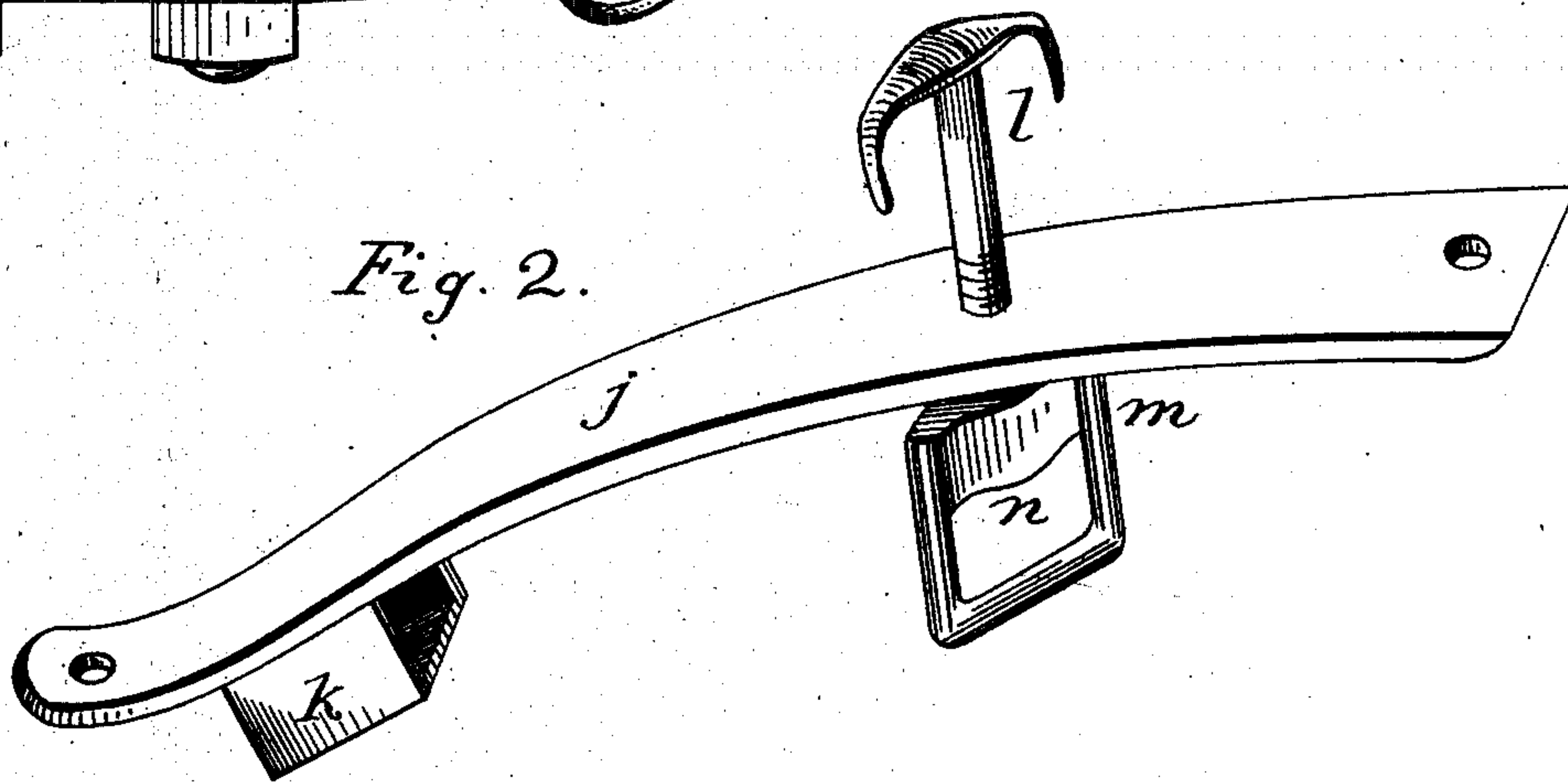


Fig. 2.



WITNESSES:

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UNITED STATES PATENT OFFICE.

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THILL-COUPLING.

SPECIFICATION forming part of Letters Patent No. 244,866, dated July 26, 1881.

Application filed May 14, 1881. (No model.)

To all whom it may concern:

Be it known that I, CLARENCE J. DE WITT, of Havana, in the county of Schuyler and State of New York, have invented a new and useful Improvement in Thill and Pole Couplings; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side elevation, partly in section, of my improved thill-coupling; and Fig. 2 is a perspective view of the thill-iron, clip-bolt, and thumb-nut.

The object of my invention is to lessen the labor and time required in removing or replacing the thills or pole of a vehicle; and to these ends it consists in dispensing with the removal of the ordinary bolts, eye-pieces, and rubbers, and providing each thill or pole iron with a loop, through which the projecting end of an eye-piece is passed and secured to the thill or pole iron by a bolt passing through the thill or pole iron and secured by a thumb-nut, as hereinafter more fully set forth.

In the accompanying drawings, *a* represents a part of the axle of a vehicle, to which the clips *b*, each provided with a base-plate, *c*, having a loop, *d*, at its forward end, bolt *e*, eye-piece *h*, and rubber *f*, all of the ordinary construction, are secured.

i represents the rear end of a thill, to the under face of which is secured the thill-iron *j*, provided with a loop, *k*, near its rear end, through which loop is inserted the projecting end *p* of the eye-piece *h'*, provided with a hole registering with a corresponding hole passing through the thill, through which passes the clip-bolt *l*, screw-threaded at its lower end to receive the thumb-nut *m*, provided with a loop, *n*, through which the strap *o* passes, and thence through the loop *d* in the base-plate *c*.

It will be seen that the loops can be secured to the ends of the pole-iron as well as to the thill-irons, so that the device is adapted to pole as well as thill couplings.

By this construction it will be seen that in removing the thills from a vehicle it is simply necessary to unbuckle the straps, remove the thumb-screws, and raise the clip-bolts, when the thills or pole can be removed without the necessity of removing the ordinary clip-bolts, rubbers, and eye-pieces, the removal of which requires much time and labor. The thills or pole can be expeditiously put on a vehicle by inserting the eye-pieces in the loops in the thill or pole irons and pressing the thills or pole back until the clip-bolts come opposite the holes in the eye-pieces. The clip-bolts are then forced down, the thumb-nuts secured thereon, and the straps secured in place.

It will be seen that in the above-described construction the strap *o*, when in position and passing through the loops *d n*, will act as a nut-lock to prevent the thumb-nut *m* from turning.

What I claim as my invention is—

1. The combination, with a thill or pole iron, *j*, having a loop, *k*, on its under face, of the eye-piece *h' p*, adapted to be inserted in said loop, bolt *l*, and thumb-nut *m*, substantially as described, and for the purpose set forth.

2. The combination, with a thill or pole iron, *j*, having a loop, *k*, on its under face, of the eye-piece *h' p*, adapted to be inserted in said loop, bolt *l*, thumb-nut *m*, having loop *n*, plate *c*, having loop *d*, and strap *o*, inserted in said loops, substantially as described, and for the purpose set forth.

CLARENCE J. DE WITT.

Witnesses:

UHEM SHERMAN,
W. S. QUIGLEY.