

(No Model.)

T. A. DAVISON.

VEHICLE COUPLING.

No. 354,307.

Patented Dec. 14, 1886.

Fig. 1.

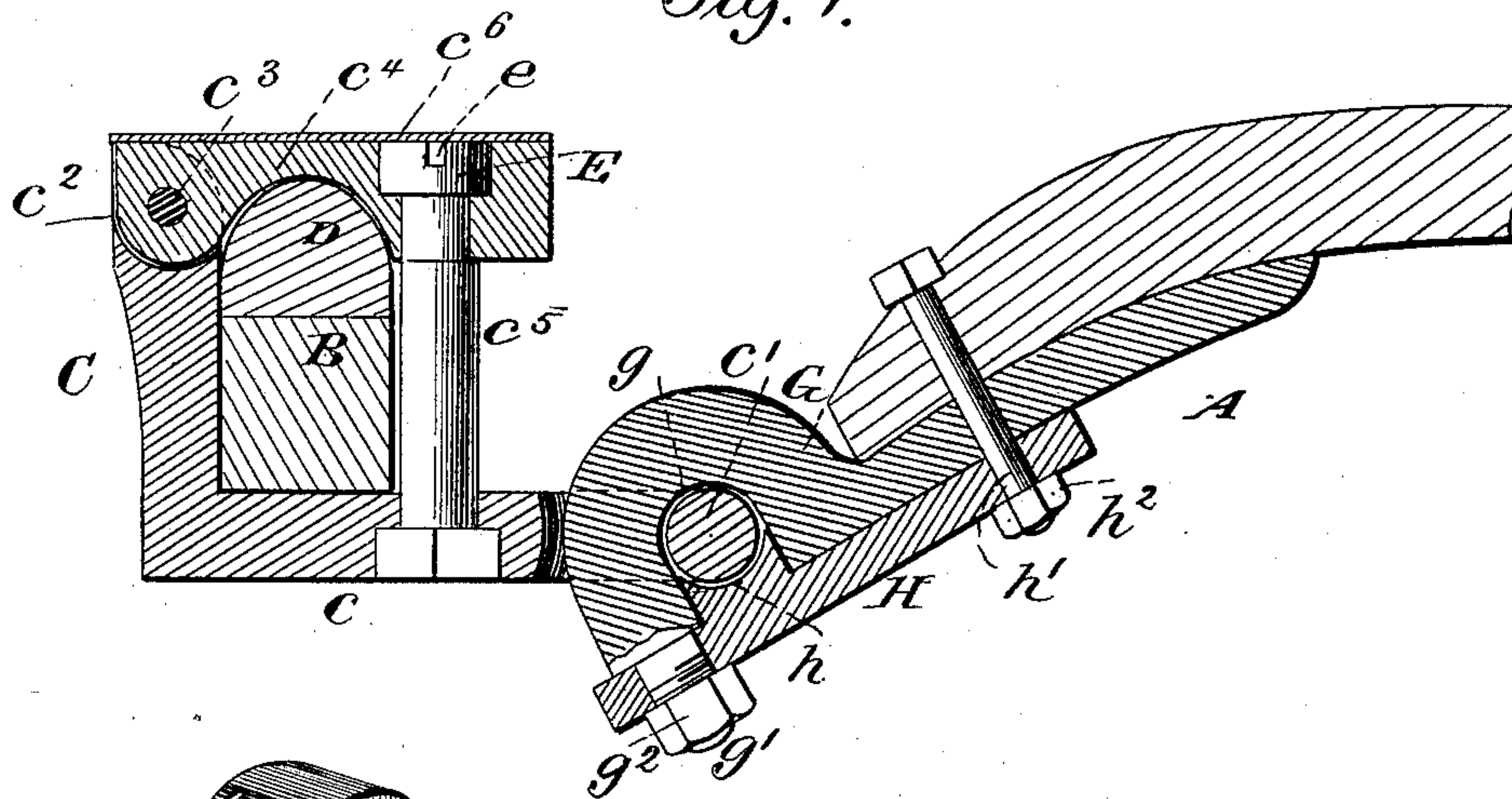


Fig. 2

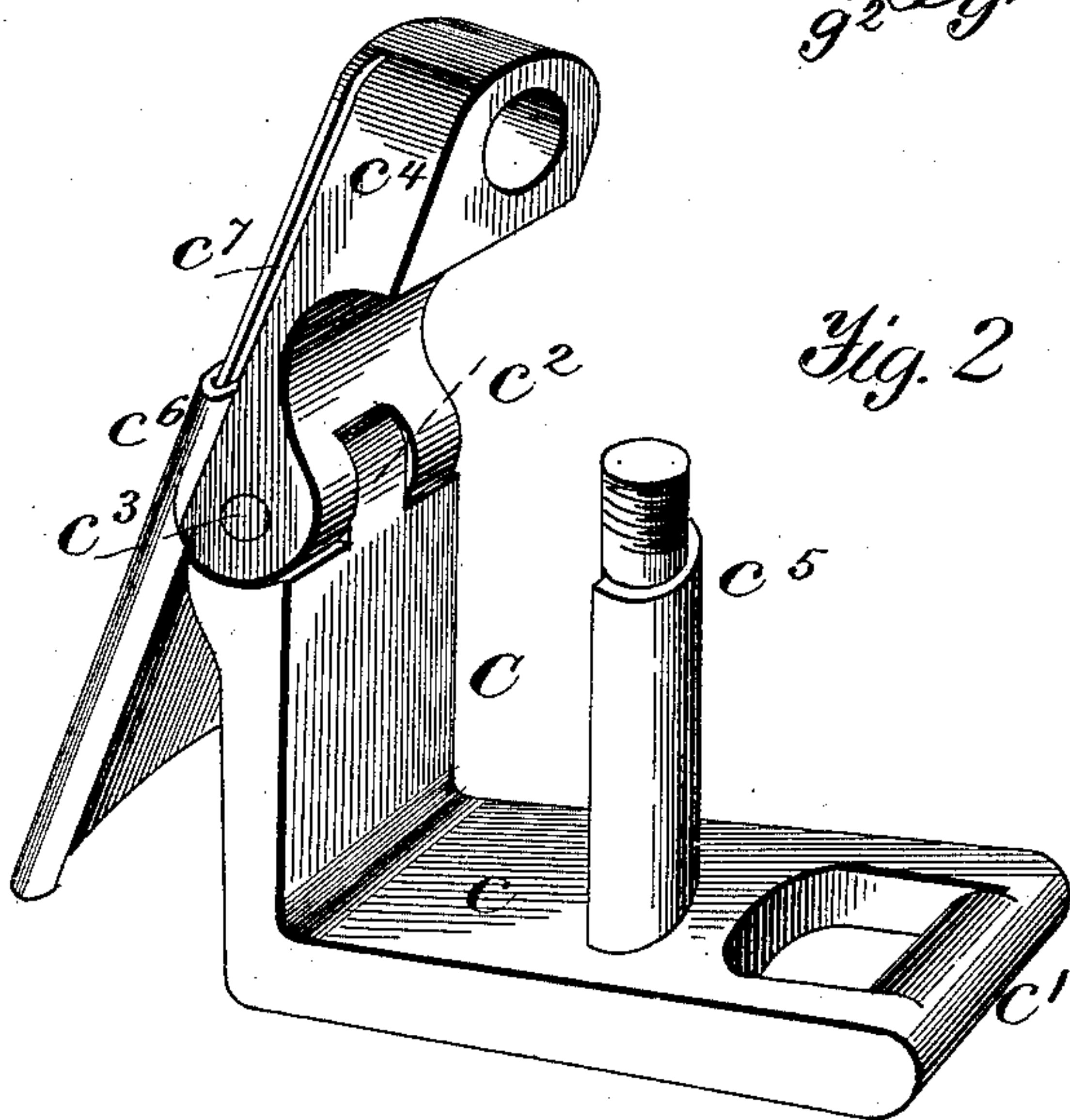


Fig. 3.

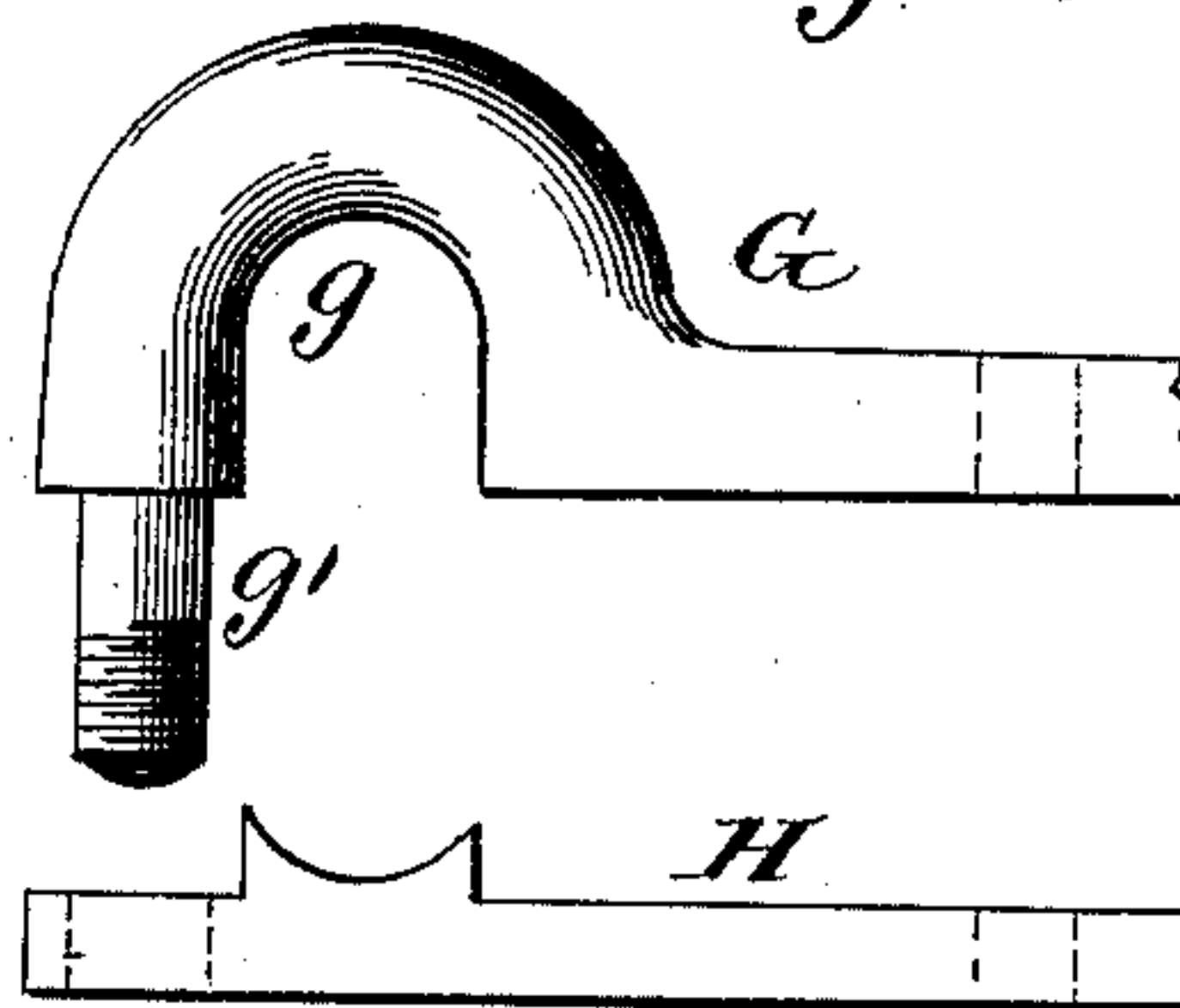
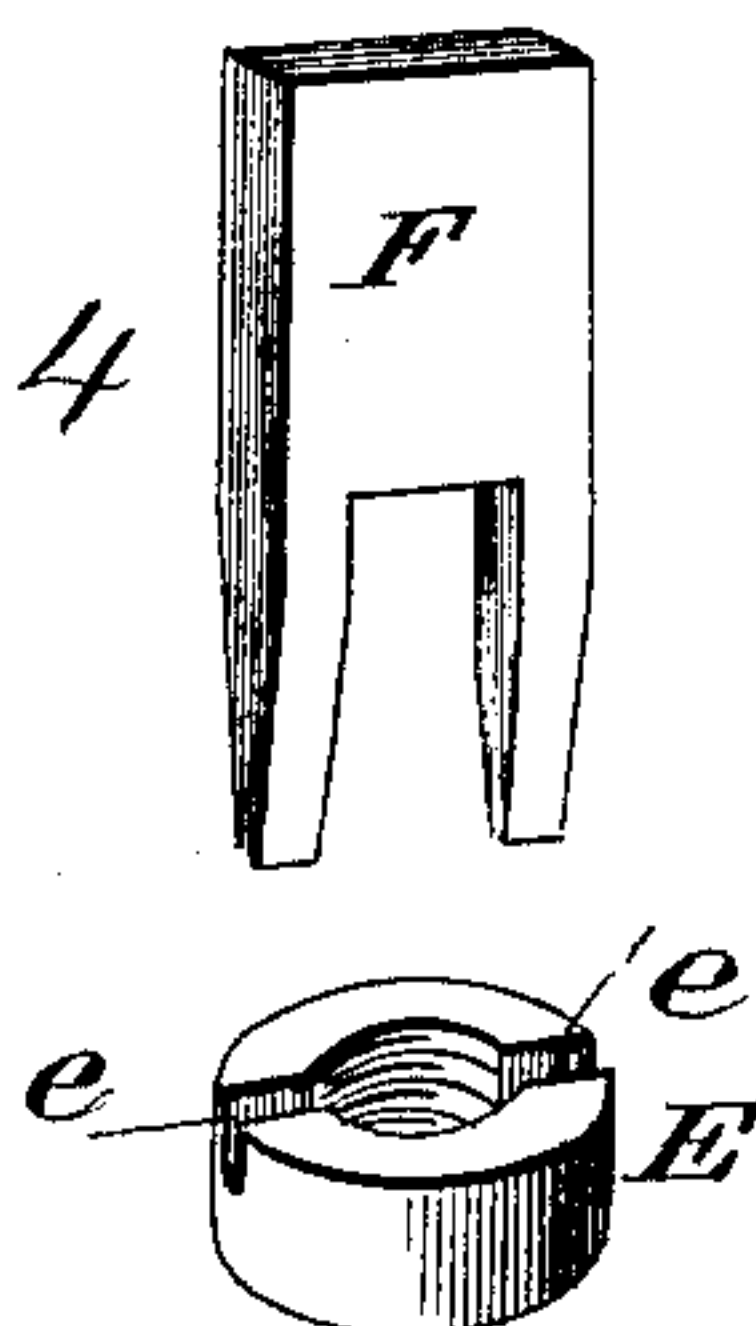


Fig. 4



Witnesses.

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VEHICLE-COUPLING.

SPECIFICATION forming part of Letters Patent No. 354,307, dated December 14, 1886.

Application filed May 12, 1886. Serial No. 201,948. (No model.)

To all whom it may concern:

Be it known that I, THOMAS ALLEN DAVISON, a citizen of the United States, residing at Kellerville, in the county of Adams and State of Illinois, have invented certain new and useful Improvements in Thill and Pole Couplings; and I do 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 ap-
10 pertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

The invention will first be described in connection with the drawings, and then pointed out in the claims.

Figure 1 of the drawings is a side elevation, with all the parts made fast together. Fig. 2 is a perspective view of the clip, with the
20 hinged top of clip thrown back; and Fig. 3 is a similar view showing the thill-iron separate from the bottom bearing-plate. Fig. 4 is a detail view of the wrench.

In the drawings, A represents a thill, and B the front axle of a vehicle. I make a clip, C, of the right-angled plate c , having on the end of its long arm the thill-iron pivot c' , and on the upper end of the short arm a transversely-perforated tenon, c^2 . Through the latter passes
30 a pin, c^3 , on which is pivoted the cap c^4 , hollowed out underneath to fit on the axle-block D. The cap c^4 has an oblong hole in front, through which passes a screw-tenon of the half-round post c^5 . A nut, E, fits on said
35 screw and within a countersink of the cap. This post c^5 passes, with its shank, up through a hole in the long arm of plate c , and its head is preferably countersunk therein. Thus it will be seen that the clip C can be very easily

attached to or detached from the axle, by simply applying or removing the nut E with a two-pronged wrench, F, fitting into diametrically-opposite grooves, $e e$, of the nut.

c^6 is a metallic cover having turned edges which run in the grooves c^7 , to keep out dust
45 and moisture from hinge-joint and bolt.

G is the thill-iron, having an open eye, g , and H a bottom plate, which has the curved bearing h for the pivot c' , which is integral with the plate c . At its front end the thill-iron is connected with the thill A and plate
50 H by a bolt and nut, $h' h^2$. The thill-iron has a tenon, g' , which is threaded, passes through the rear end of the plate H, and is secured by a nut, g^2 . Thus it will be seen that by simply
55 unscrewing the nuts $g^2 h^2$ the plate H may be quickly detached and the thill taken off.

What I claim as new, and desire to protect by Letters Patent, is—

1. In thill-couplings, the combination of the
60 right-angled plate c , carrying the pivot c' , the hinged cap c^4 , the top-threaded post c^5 , having its head countersunk in the plate, and the nut E, let into the cap, as shown and described.

2. The thill-iron G, open at the bottom and
65 provided with a screw-tenon, g' , and the plate H, having the bearing h , in combination with the bolt h' and the nuts $g^2 h^2$, substantially as shown and described.

3. The hinged cap c^4 , having grooves c^7 , in
70 combination with a sliding cover, c^6 , as shown and described.

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

THOMAS ALLEN DAVISON.

Witnesses:

A. G. McCRAY,

J. HAM DAVISON.