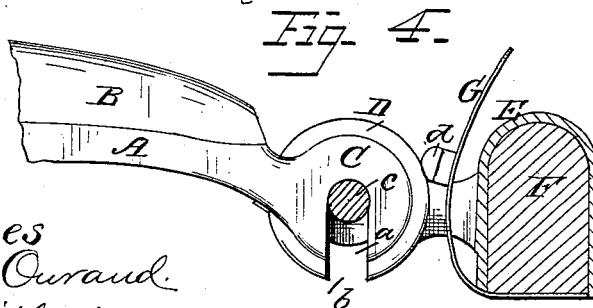
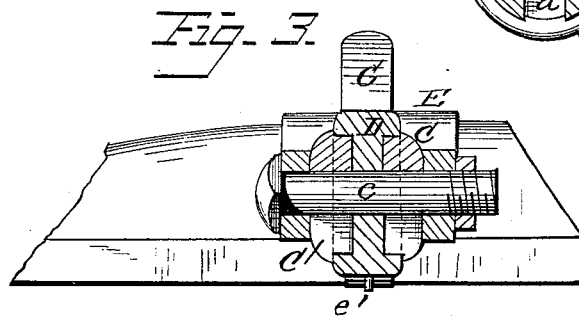
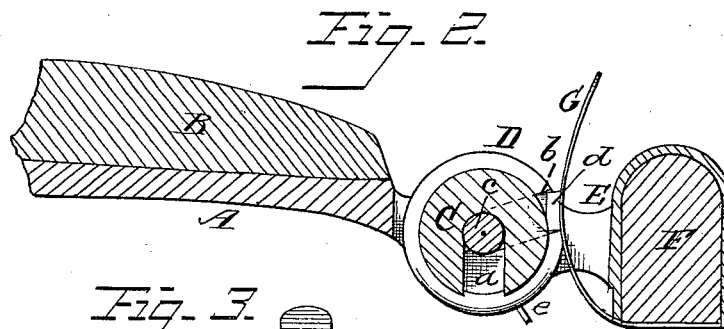
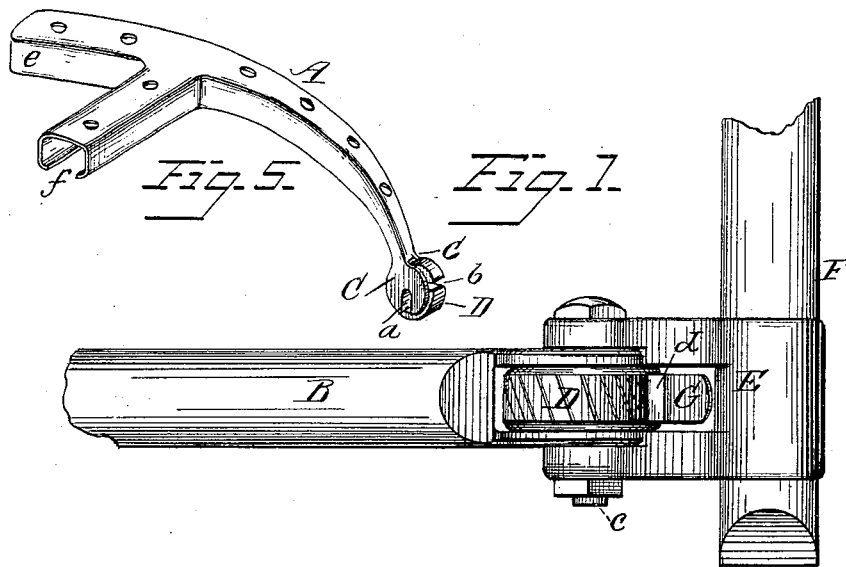


(Model.)

A. J. & E. G. SAWYER.
THILL COUPLING.

No. 262,249.

Patented Aug. 8, 1882.



Witnesses
Frank L. Ouraud.
L. L. Miller.

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UNITED STATES PATENT OFFICE.

ALLEN J. SAWYER AND ENOCH G. SAWYER, OF OLDTOWN, MAINE.

THILL-COUPLING.

SPECIFICATION forming part of Letters Patent No. 262,249, dated August 8, 1882.

Application filed June 20, 1882. (Model.)

To all whom it may concern:

Be it known that we, ALLEN J. SAWYER and ENOCH G. SAWYER, citizens of the United States, residing at Oldtown, in the county of Penobscot and State of Maine, have invented certain new and useful Improvements in Thill-Couplings or Pole-Couplings; and we do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a plan view of our invention; Fig. 2, a longitudinal section thereof; Fig. 3, a cross-section; Fig. 4, a side elevation, partly in section; and Fig. 5, a modification of our invention in perspective.

The present invention has for its object to provide a simple, strong, and durable device for coupling the thills or shafts to the fore axle of vehicles or coupling the poles thereto, as the case may be, which objects we attain by the construction substantially as shown in the drawings, and hereinafter described and claimed.

In the accompanying drawings, A represents the thill-iron, to which the thill or shaft B is connected. The thill-iron A is cast or otherwise formed with ears C, having open slots *a* extending from the center thereof, and between the ears is loosely retained a coupling-disk, D, which also has a slot, *b*, to correspond in form to the slots *a* in the ears C. The clip E, connected to the axle-tree F, has a bolt, *e*, and also a curved spring, G, provided with a latch, *d*, which, when the thill is coupled, will engage with the slot *b* in the disk D, as indicated in Figs. 1 and 2. A stop, *e*, upon the disk D prevents it from turning beyond a cer-

tain distance when the same is turned to bring the slot *b* on line with the slot *a*. In this position the ears C and disk D are placed over the bolt *e*, as shown in Fig. 4, after which the disk is turned in the proper direction until the slot *b* is brought opposite the latch *d*, when the spring will force it to engage with the slot, and thus firmly and securely couple the thill.

By pressing back the spring G until the latch is out of the slot *b* the disk D can be turned back until the stop *e* strikes the under side of the thill-iron A, when the slots *a* *b* will be in line or register, so that the thill can be quickly and readily disconnected from the axle-tree.

By the construction above described a very neat, practical, and effective thill or pole coupling is obtained with comparatively small cost.

In Fig. 5 we have shown a modification of the thill iron, which is made of malleable metal, with a socket, *e*, to receive the thill and a socket, *f*, to receive the end of the cross-bar.

Having now fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

In a thill or pole coupling, the shackle E, provided with a suitable bolt, *e*, spring G, with latch *d*, in combination with the thill-iron, with or without sockets, and having slotted ears C and slotted disk D, substantially as and for the purpose set forth.

In testimony that we claim the above we have hereunto subscribed our names in the presence of two witnesses.

ALLEN J. SAWYER.
ENOCH G. SAWYER.

Witnesses:

ETHAN A. ALLEN,
WILLIE H. SAWYER.