

C. E. PICKERING.
Thill-Coupling.

No. 198,041.

Patented Dec. 11, 1877.

Fig. 1.

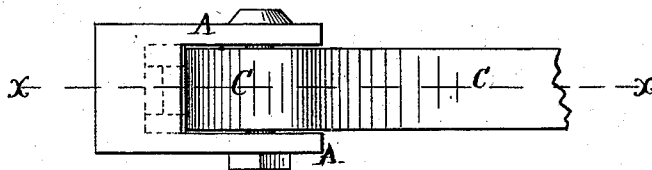


Fig. 2.

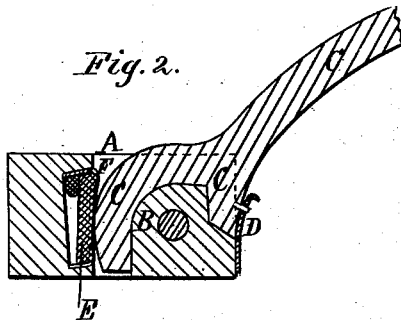
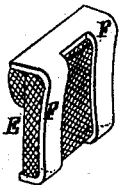


Fig. 3.



WITNESSES:

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CARLTON E. PICKERING, OF HORNELLSVILLE, NEW YORK.

IMPROVEMENT IN THILL-COUPPLINGS.

Specification forming part of Letters Patent No. **198,041**, dated December 11, 1877; application filed November 6, 1877.

To all whom it may concern:

Be it known that I, CARLTON E. PICKERING, of Hornellsville, in the county of Steuben and State of New York, have invented a new and useful Improvement in Thill-Couplings, of which the following is a specification:

Figure 1 is a top view of my improved thill-coupling. Fig. 2 is a vertical section of the same, taken through the line *x x*, Fig. 1. Fig. 3 is a detail perspective view of the packing.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish an improved thill-coupling which shall be so constructed as to hold the thills or pole securely, while allowing them to be readily and quickly attached and detached, and which shall be noiseless when in use.

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

A represents two lugs formed upon the forward arm of the bow, or upon the forward end of the yoke of an axle-clip.

To and between the forward ends of the lugs A is pivoted a block, B, the upper rear part of which is rounded off, and its upper forward part has a notch formed in it.

C is the thill-iron, upon the rear end of which is formed a double hook, the rear arm of which is curved to pass around and fit upon the upper and rear parts of the pivoted block B, and its forward arm is straight, to fit into

the notch in the upper forward part of the said pivoted block B.

To the forward side of the lower part of the block B is attached a spring-catch, D, which overlaps the forward side of the forward arm of the thill-iron hook, and has a hole formed in it to receive and catch upon a pin attached to said forward arm.

By this construction, by drawing back the spring-catch D, the thill-iron hook may be lifted off the pivoted block B.

In a chamber or seat formed between the bases of the lugs A is placed the packing E F, which is formed by inclosing a block of rubber, E, upon its forward side, and its upper and lower edges by a metal cap, F. The middle part of the cap F is cut away, to allow the rubber E to bear against the rear arm of the double hook of the thill-iron C.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

The combination, with axle-clip yoke, having arms A A, of pivoted block B, having curved rear and notched front, the thill-iron C, having double hook with pin in front, the front spring-catch D, having hole for said pin, and the packing E, all arranged as shown and described.

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Witnesses:

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