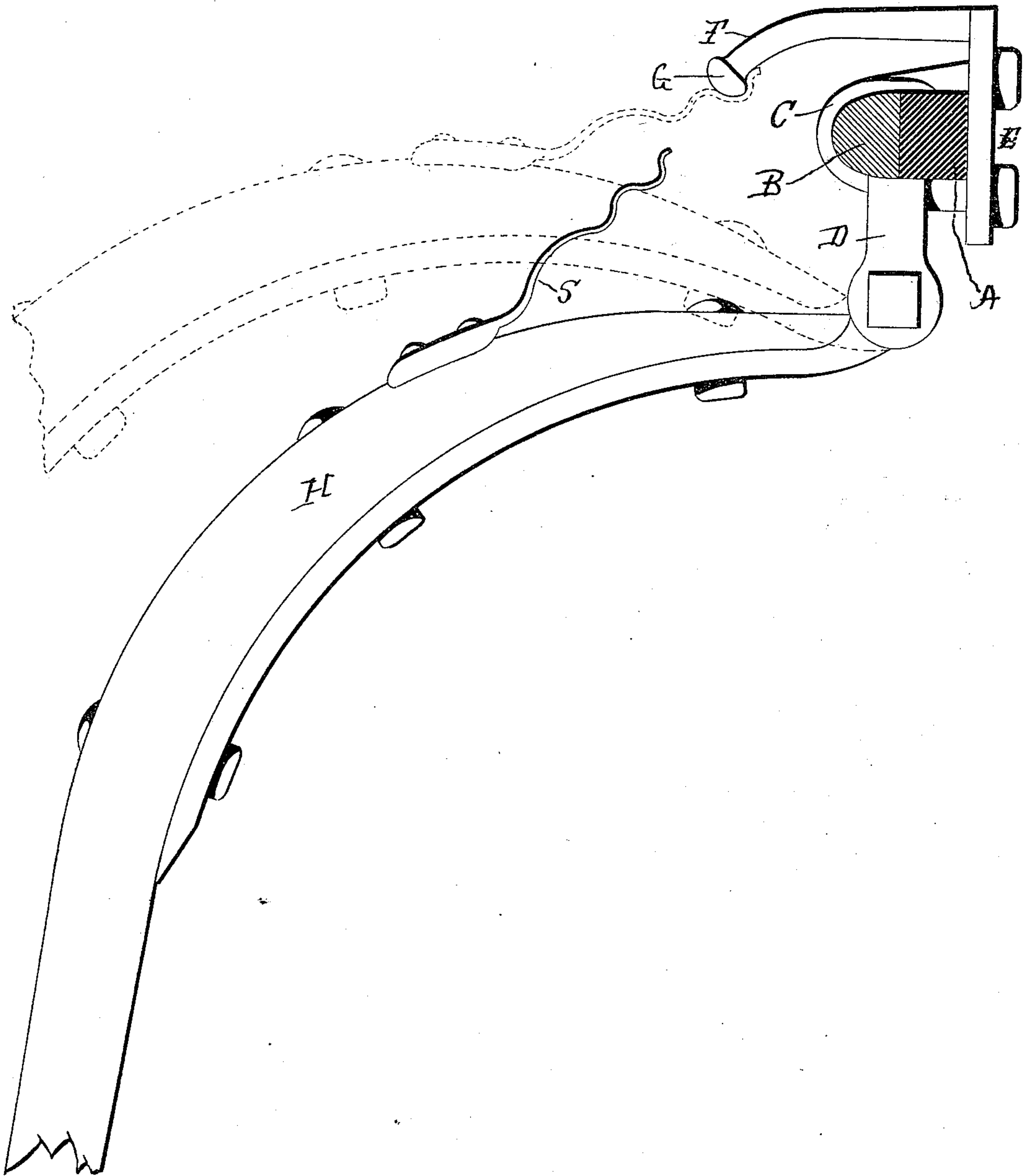


(No Model.)

J. J. BARKER.
THILL SUPPORT FOR VEHICLES.

No. 449,027.

Patented Mar. 24, 1891.



Witnesses

W. H. Ashiey
J. McNamee

Inventor
Josef J. Barker
By his Attorney
H. F. Tunis

UNITED STATES PATENT OFFICE.

JERE J. BARKER, OF WASHINGTON, DISTRICT OF COLUMBIA, ASSIGNOR OF
ONE-HALF TO JACOB B. BELLINGER, OF SAME PLACE.

THILL-SUPPORT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 449,027, dated March 24, 1891.

Application filed January 31, 1891. Serial No. 380,097. (No model.)

To all whom it may concern:

Be it known that I, JERE J. BARKER, a citizen of the United States, residing at Washington, in the District of Columbia, have invented certain new and useful Improvements in Shaft-Supporters for Vehicles; 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 appertains to make and use the same, reference being had to the accompanying drawing, and to the letters of reference marked thereon, which form a part of this specification.

My invention has relation to shaft-supporters for vehicles; and it consists in the construction and novel combination of parts, as hereinafter fully described and claimed.

The figure of the drawing is a side elevation of one of the shafts and the supporter, the fixed position of the shaft being shown in dotted lines.

Referring by letter to the accompanying drawing, A designates the metallic portion of the axle, B the wooden portion thereof, and C one of the clips by which the integral lugs D are secured in place. These lugs D are of the usual construction, as is also the thill-eye. The tie-bar E, however, in this instance is provided with a vertically-disposed forwardly-curved arm or standard F, said arm or standard F being provided at its upper end with a cross-arm or T-head G.

Each thill H (although one only is illustrated) is provided on its upper side near its rear end with a transversely-corrugated retaining-spring S, which is designed, when in engagement with the cross-arm G of the standard F, to hold the thills in the elevated position shown by the dotted lines in the figure of the drawing.

The full lines in the drawing show the position the parts occupy when the horse is attached to the vehicle.

The drawing so plainly illustrates the device that a description of its operation is deemed unnecessary, as the two positions shown indicate precisely what is accomplished.

Having thus fully described my invention, what I claim, and desire to secure by Letters Patent, is—

The combination, with a vehicle-axle having a standard clipped thereto and provided with a cross-head T-shaped, of a thill having a supporting or holding spring provided with one or more transversely-disposed corrugations adapted to engage the cross-head of the standard, substantially as specified.

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

JERE J. BARKER.

Witnesses:

HENRY J. ENNIS,
J. B. BELLINGER.