

(No Model.)

P. C. SHIPLEY.  
THILL SUPPORT.

No. 565,865.

Patented Aug. 11, 1896.

Fig. 1.

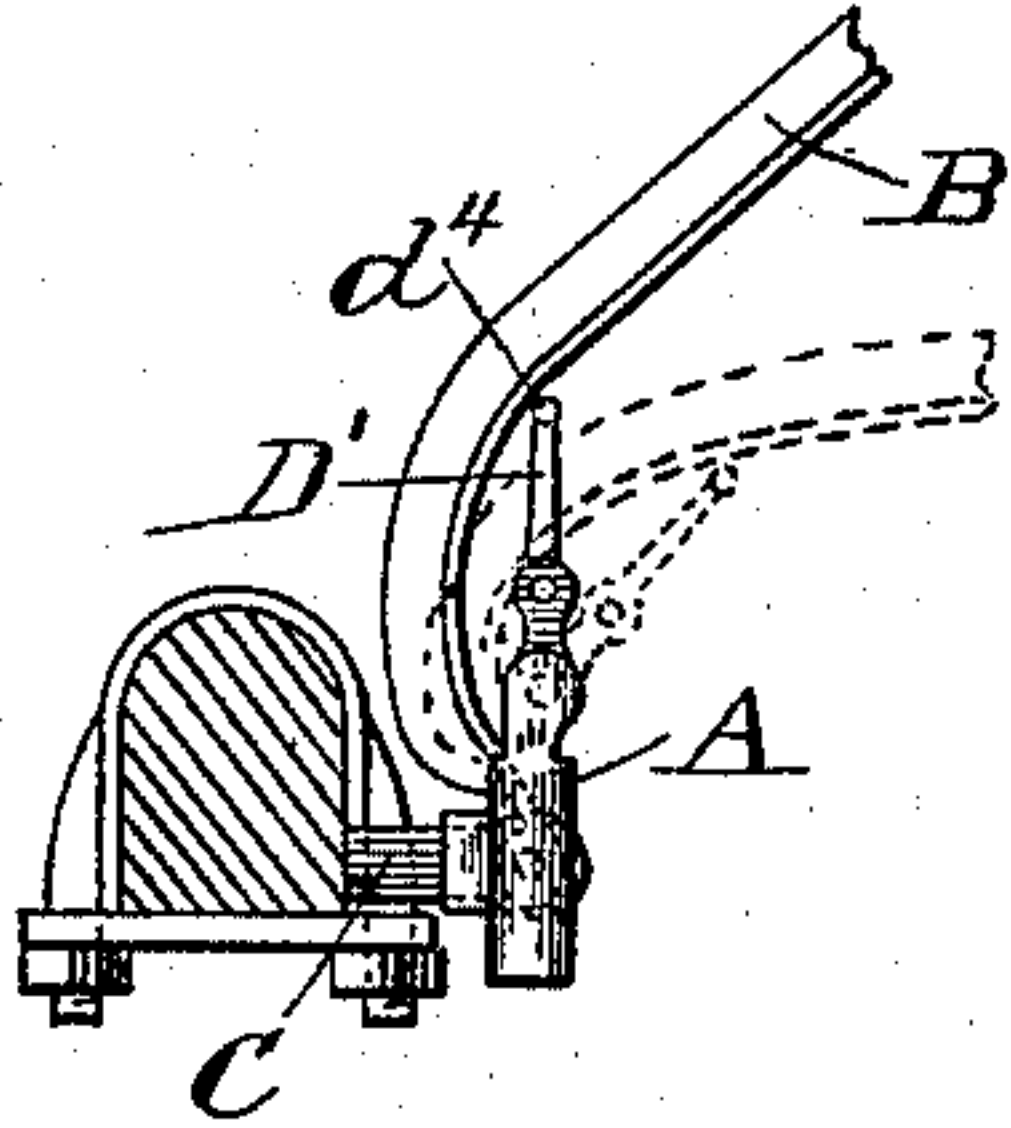


Fig. 2.

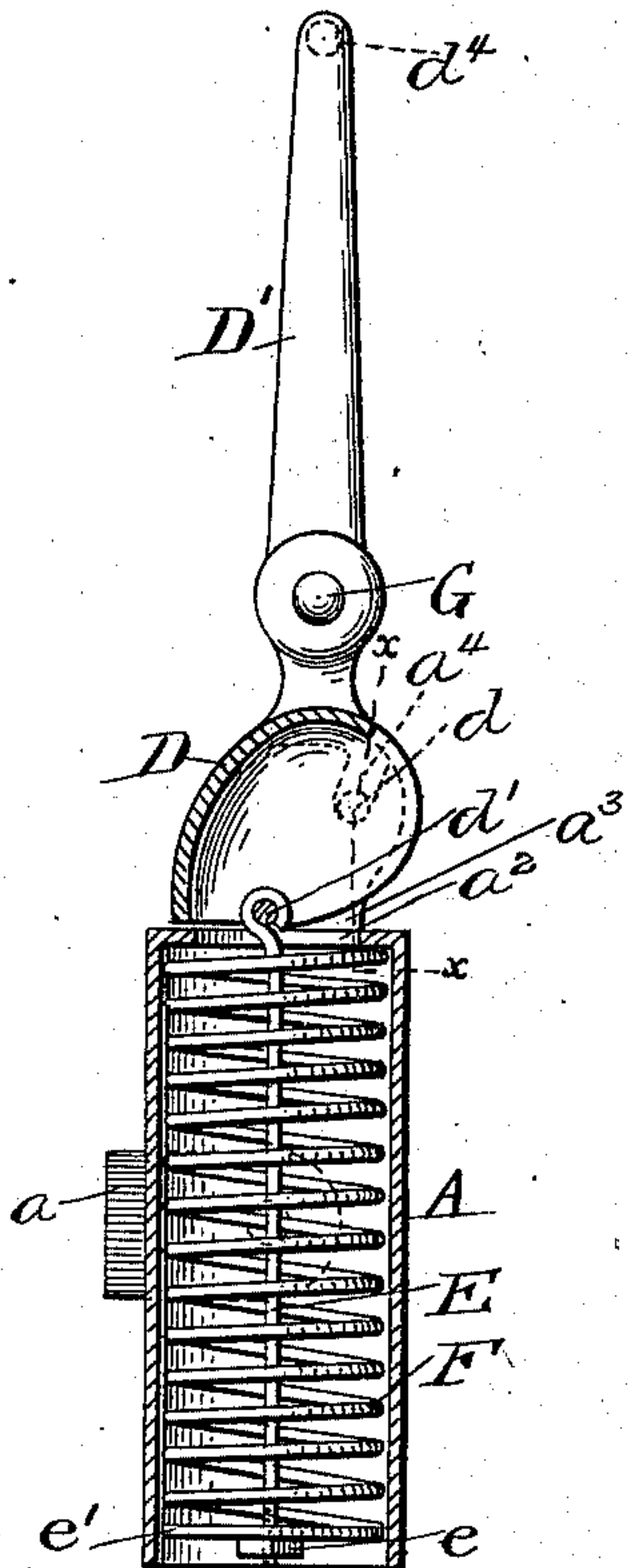


Fig. 3.

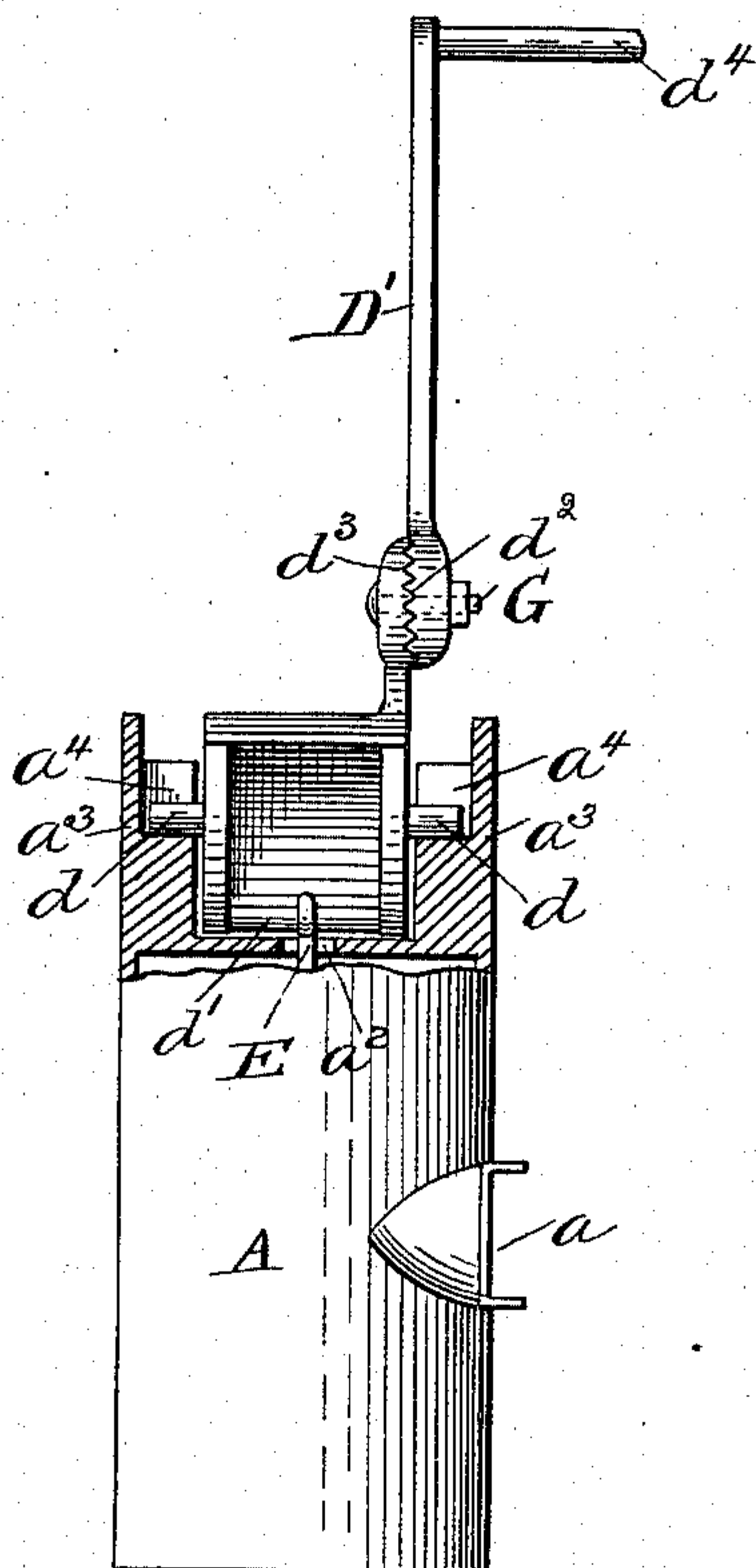


Fig. 4.

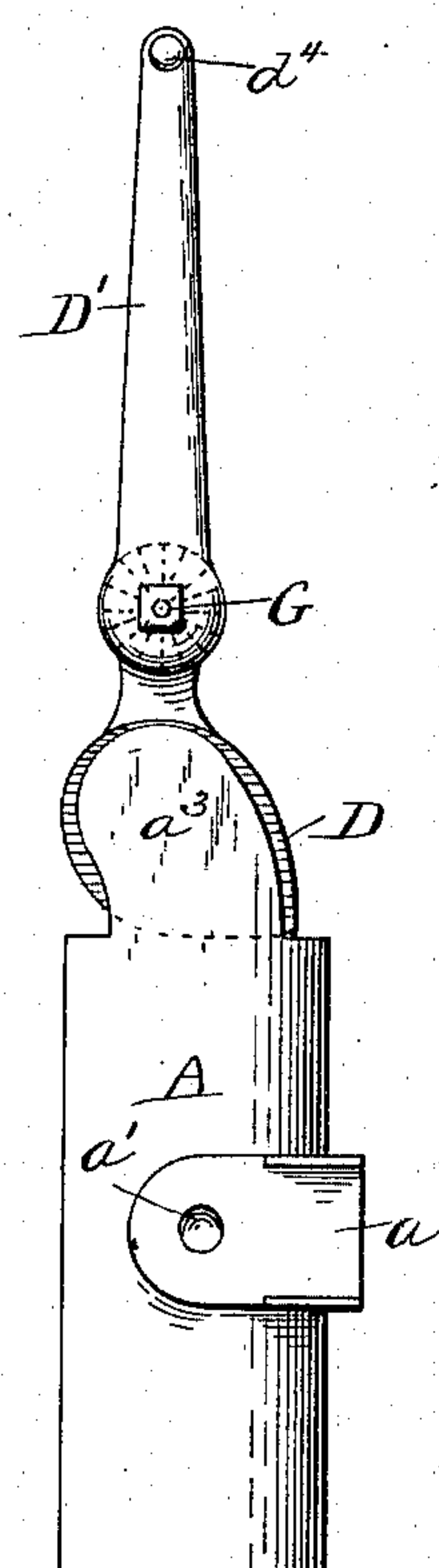


Fig. 5.

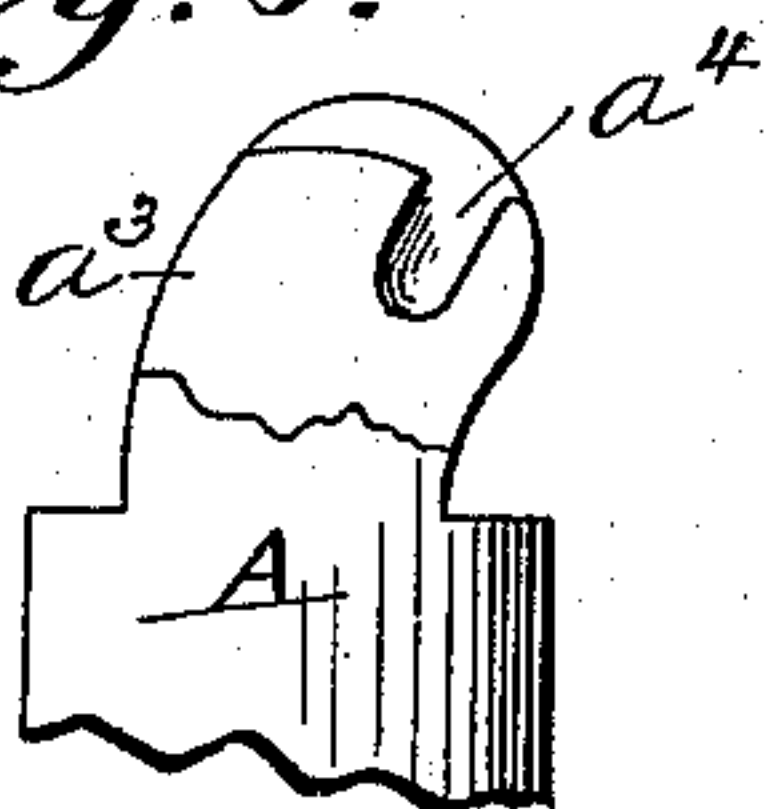
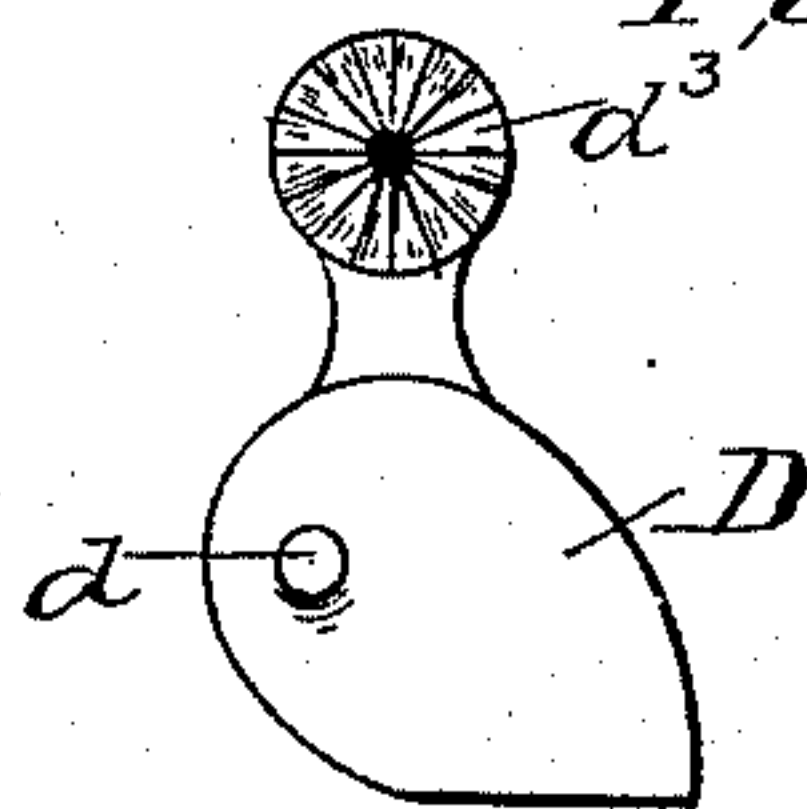


Fig. 6.



Witnesses  
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# UNITED STATES PATENT OFFICE.

PETER C. SHIPLEY, OF RED OAK, IOWA.

## THILL-SUPPORT.

SPECIFICATION forming part of Letters Patent No. 565,865, dated August 11, 1896.

Application filed October 12, 1895. Serial No. 565,528. (No model.)

*To all whom it may concern:*

Be it known that I, PETER C. SHIPLEY, a citizen of the United States, residing at Red Oak, in the county of Montgomery and State of Iowa, have invented certain new and useful Improvements in Automatic Thill-Supports; 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 drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to vehicles; and its object is to provide a support for the thills and poles adapted to hold them automatically at any height to which they may be lifted, and especially to keep them upright when a vehicle is standing in a carriage-house or the like.

The invention consists in a spring-actuated arm attached to the thill-coupling and bearing upward against the under side of the thills.

In the drawings, Figure 1 is a side elevation of my device applied to a thill. Fig. 2 is a sectional elevation on a larger scale. Fig. 3 is a sectional elevation on the line  $xx$ , Fig. 2. Fig. 4 is an elevation of the reverse side from that shown in Fig. 2. Figs. 5 and 6 are details.

The body of the casing A is hollow, being open at the lower end. On one side of the body A is a lug  $a$ , having a screw-threaded hole  $a'$  to receive the end of the bolt which connects the thill B with the coupling C. The top of the body A is closed, with the exception of a slot  $a^2$ . On each side of the casing are upright ears  $a^3$ , in the inside of each of which is a notch  $a^4$ . In these notches is pivoted a lever D, which has a nearly triangular base provided at one side with lugs  $d$ , which rest in the notches  $a^4$ . Near the other side of the lever, the base of which is bifurcated, is a transverse pin or bar  $d'$ , with which engages a rod E, which passes down through the slot  $a^2$  to near the lower end of the body

A, where it is provided with a nut  $e$ , above which is a washer  $e'$ . Between the washer and the upper end of the body A is a helical spring F, the tension of which tends to keep the lever D in the position in which it is shown in Fig. 2. The lever is made in two parts D D', the upper part D' being adjustably connected with the lower part preferably by means of two radially-serrated faces  $d^2$   $d^3$ , held together by a central bolt G.

The upper end of the part D' has an arm  $d^4$  projecting out at right angles and in the plane of the axis of the lugs  $d$ , on which the lever turns. When the device is secured to the thill-coupling, the arm  $d^4$  projects under the thill, and, since the spring F holds the lever upright, the thill will be kept raised. When the thills are brought down to permit the horse to be hitched, the lever is forced over toward the front, as shown in Fig. 1, lifting the rod E and compressing the spring, so that the thills are prevented from rattling. When the carriage is put back in the carriage-house, it is only necessary to lift the thills to an upright position, when the lever will follow and keep them from falling. By making the lever in two parts it can be angularly adjusted to fit different shapes of thills.

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

1. A thill-support, consisting of a casing adapted to be attached to the thill-coupling, a bell-crank lever fulcrumed on the end of said casing to engage with the under side of the thill and a spring inclosed in the casing connected with the short arm of the lever, substantially as described.

2. A thill-support, consisting of a casing adapted to be attached to the thill-coupling, a lever fulcrumed on the casing and composed of two parts adjustably connected together, a spring inclosed in the casing, and a rod connected with the lever and carrying a washer bearing against the end of the spring, substantially as described.

3. A thill-support, consisting of the casing

A having an open lower end, and upright  
ears  $a^3$  containing notches  $a^4$ , the lever com-  
posed of two parts D D' having radially-ser-  
rated faces  $d^2$   $d^3$  held together by a bolt G,  
5 the part D having lugs  $d$  and a pin  $d'$ , the rod  
E connected with the pin  $d'$  passing down  
through the casing and carrying the washer  
 $e'$ , and the spring F held between the washer

and the upper end of the casing, substantially  
as described. 10

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

PETER C. SHIPLEY.

Witnesses:

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C. T. GADD.