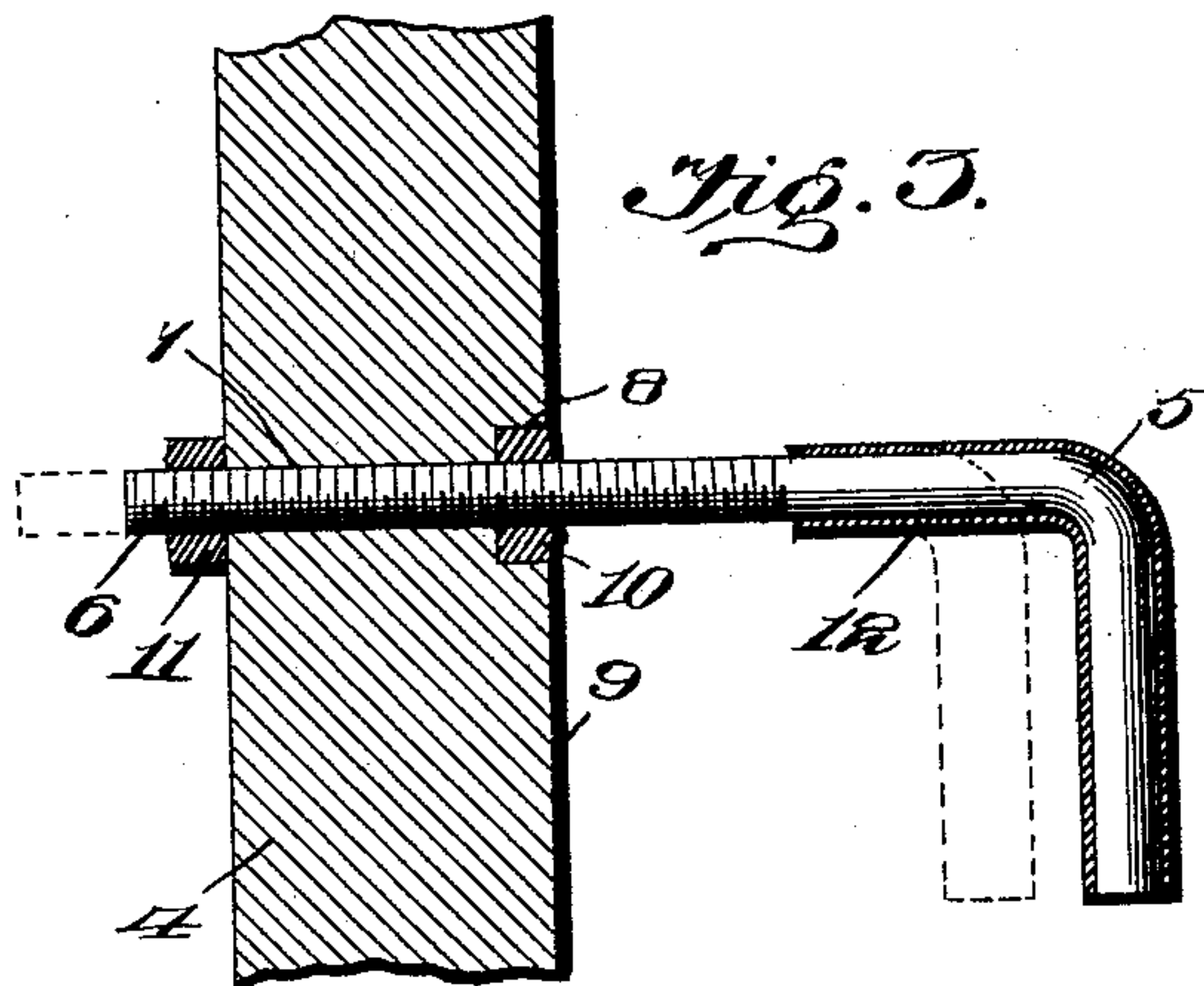
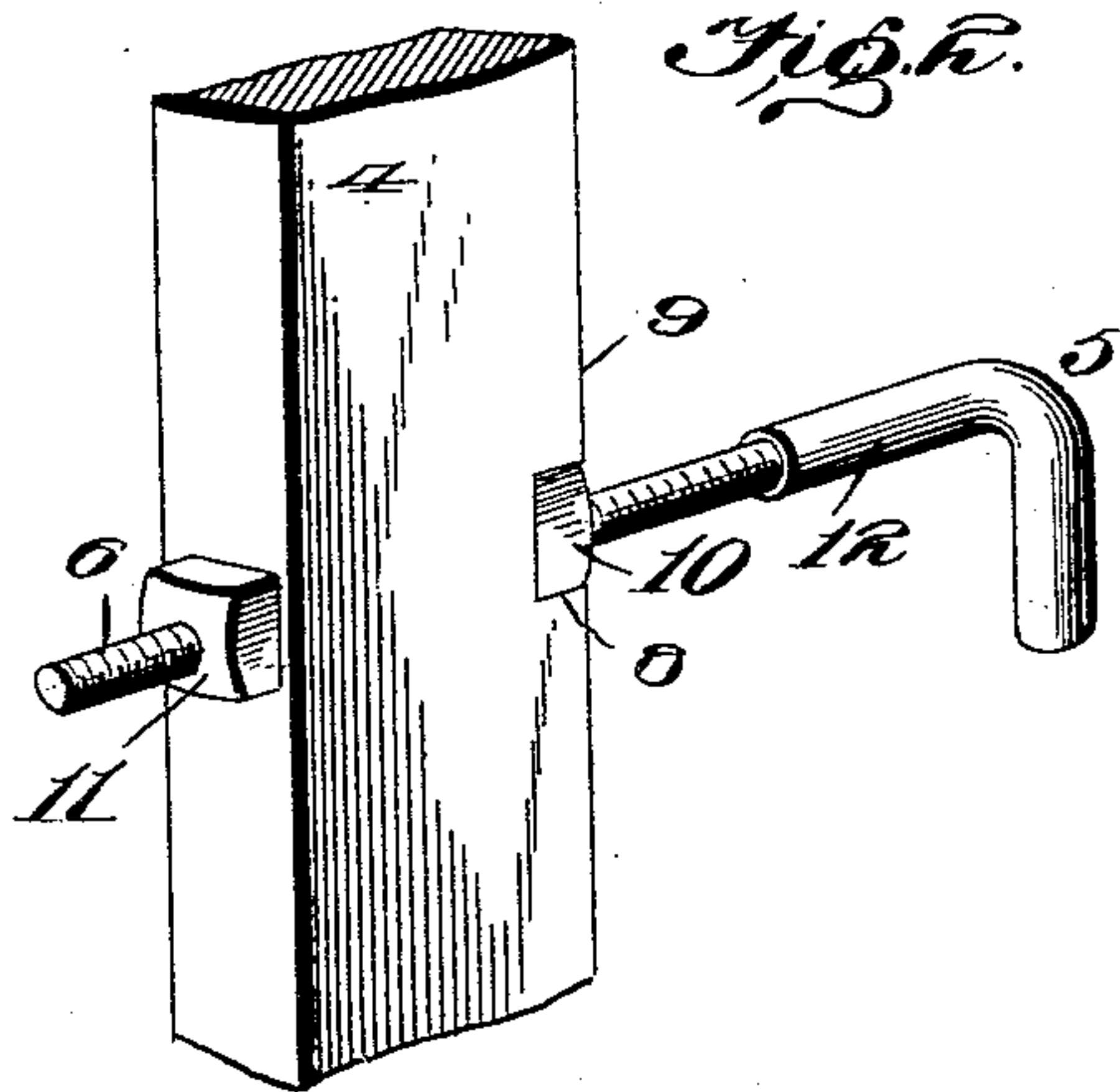
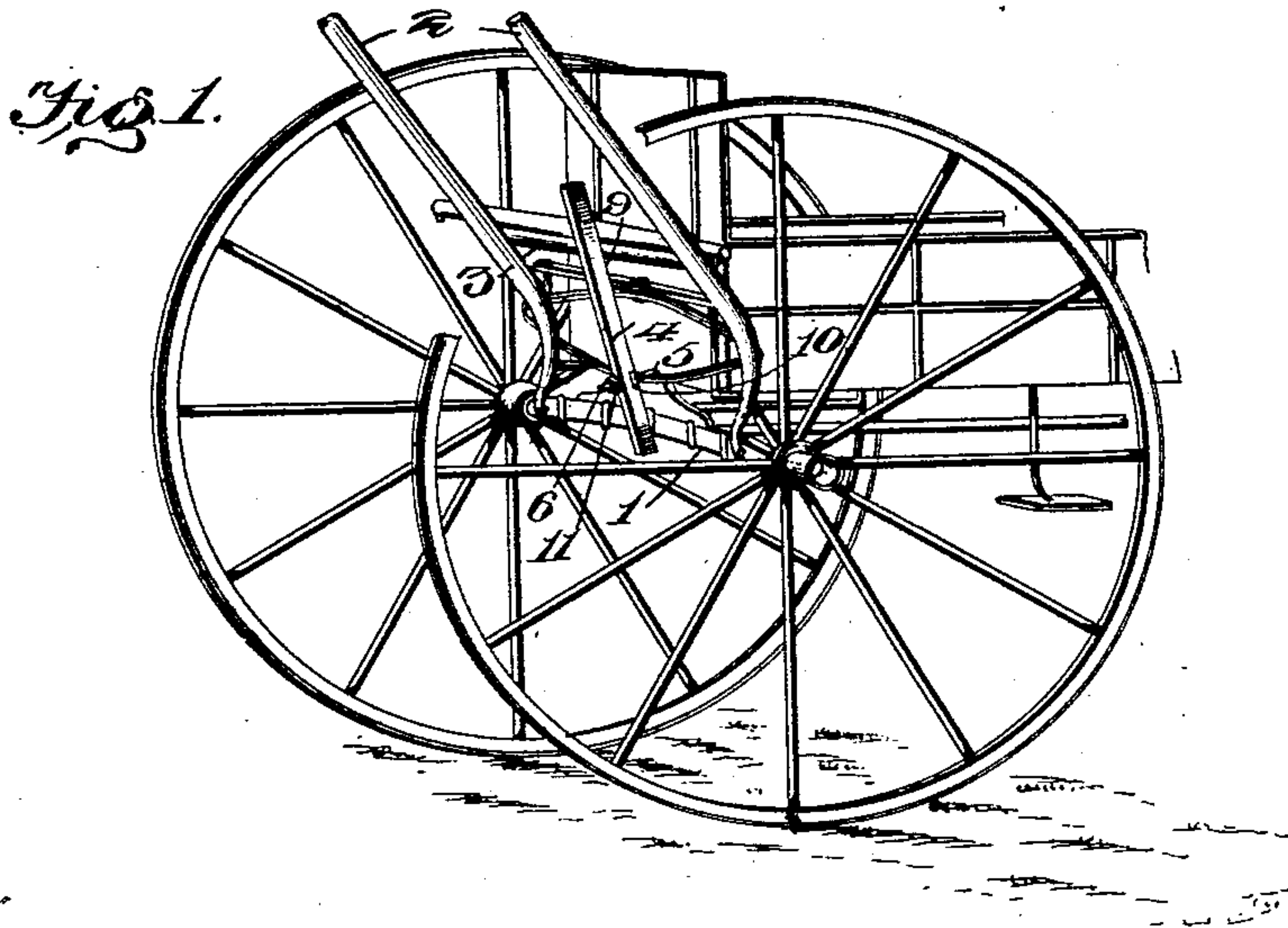


No. 684,393.

Patented Oct. 8, 1901.

C. A. BENKERT.  
THILL OR TONGUE SUPPORT.  
(Application filed June 5, 1900.)

(No Model.)



Witnesses

*Geo. H. Dyma.*  
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# UNITED STATES PATENT OFFICE.

CHARLES A. BENKERT, OF DAVENPORT, IOWA, ASSIGNOR OF ONE-HALF  
TO EDWARD J. SPINK, OF SAME PLACE.

## THILL OR TONGUE SUPPORT.

SPECIFICATION forming part of Letters Patent No. 684,393, dated October 8, 1901.

Application filed June 5, 1900. Serial No. 19,145. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES A. BENKERT, a citizen of the United States, residing at Davenport, in the county of Scott and State of Iowa, have invented a new and useful Thill or Tongue Support, of which the following is a specification.

This invention relates to a novel thill or tongue support for vehicles, the object in view being to provide a simple and inexpensive device which may be quickly and conveniently applied to a vehicle for the purpose of holding the thills or tongue in an elevated position in order to economize space—for instance, in a carriage-house.

A further object of the invention is to provide the prop or supporting-bar, which holds the thills, with a retaining-hook, the shank of which is passed through the supporting-bar edgewise to bring the strain incident to the support of the thills edgewise of the bar and to prevent material weakening of the latter by the embedding in its rear edge of a nut or bushing, through which the shank is adjustable for the purpose of adjusting the retaining-hook to fit vehicle-axles or axle-beds of various sizes.

To the accomplishment of these ends the invention consists in the construction and arrangement of parts, which will be herein described, illustrated in the accompanying drawings, and defined in the appended claim.

In said drawings, Figure 1 is a perspective view of the front end of a vehicle, showing my support retaining the thills in an elevated position. Fig. 2 is a perspective view, on a somewhat enlarged scale, of a portion of the bar; and Fig. 3 is a sectional elevation showing the manner of mounting the retaining-hook upon the bar, one of the adjusted positions of the hook being shown in dotted lines.

Referring to the numerals of reference employed to designate corresponding parts in the several views, 1 indicates the front axle of a vehicle, 2 the thills coupled thereto, and 3 the cross-bar, which connects the thills at a point adjacent to their coupled ends.

4 indicates the supporting-bar of my device, which is of oblong cross-sectional contour—that is to say, it is a slat of wood defined by narrow longitudinal edges and somewhat

more extensive side faces. This bar is disposed to receive the cross-bar 3 of the thills against one edge and is retained in its upright position by a retaining-hook 5, engaging the rear face of the axle-bed 1', and having a right-angularly disposed threaded shank 6 passed through an aperture 7, extending edgewise through the bar 4, and opening at one end into a parallel-sided nut-retaining recess 8, cut into the rear edge 9 of the bar for the reception of a fixed nut or bushing 10, preferably of rectangular form and fitting snugly in the recess 8 to be held against rotation between the walls of the latter. The lower end of the supporting-bar 4 engages the front face of the axle-bed.

11 indicates a lock-nut screwed upon the end of the shank 6 and against the front edge of the bar 4 for the purpose of retaining the hook 5 in its adjusted positions.

That part of the bar 4 between the nuts 10 and 11 forms a compressible filling, which exerts a reactionary pressure against the lock-nut and prevents it from turning off the shank of the hook.

The hook 5 may be and preferably is covered with a rubber or other non-abrasive sleeve 12 to prevent disfigurement of the polished surfaces of the vehicle and is disposed substantially parallel with the edge 9 of the bar 4 to clamp the latter securely against the front faces of the axle and thill cross-bar. Particular attention is directed to the fact that the hook is adjustable to accommodate its attachment to axles of any size, so that the device may be applied to vehicles of different classes, and that the piercing of the bar 4 in an edgewise direction by the shank 6 presents the weight of the thills edgewise upon the bar and enables me to recess the bar for the reception of the nut 10 without materially weakening the bar, as would be the case if the nut-retaining recess was formed in one of the side faces thereof. It should be noted further that the adjustment of the hook is obtained by employing it as a handle with which to rotate the threaded shank 6, which is retained securely in its adjusted positions by the lock-nut 11.

From the foregoing it will be seen that I have produced a simple and ingenious thill



or tongue support for vehicles, comprising a bar, a shank provided with a hook at one end, and a pair of nuts for adjustably securing the shank upon the bar, these elements being  
5 grouped in a novel manner which renders the complete device exceedingly durable and readily adjustable; but I of course reserve the right to effect such modifications as may be embraced within the scope of the following  
10 claim.

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

A device of the class described, consisting  
15 of the supporting-bar 4 adapted to engage the cross-bar of the thills or tongue against one edge, said supporting-bar having the retaining-recess 8 cut into its rear edge 9 at a point intermediate of its ends, the lower end of said  
20 supporting-bar being adapted to engage the front face of the axle-bed and an aperture 7 extending edgewise through said bar to the

recess 8, the nut or bushing 10 mounted in said recess 8 and held against rotation, the threaded shank 6 passing through the aper- 25  
ture 7 and screw-seated in the nut or bushing 10, the lock-nut 11 screwed upon the shank 6 against the front edge of the supporting-bar to hold the shank firmly in position and to provide means of adjusting the shank 30  
backwardly and forwardly through the supporting-bar, the hook 5 extending backwardly and downwardly from the shank 6 and adapted to engage the rear face and upper edge of the axle-bed, and the rubber sleeve 12 cover- 35  
ing the hook 5, substantially as specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

CHARLES A. BENKERT.

Witnesses:

C. A. FICKE,  
FRANK BALLUFF.