

No. 697,286.

Patented Apr. 8, 1902.

W. D. SMITH.

THILL SUPPORT.

(Application filed Oct. 23, 1901.)

(No Model.)

FIG. 1.

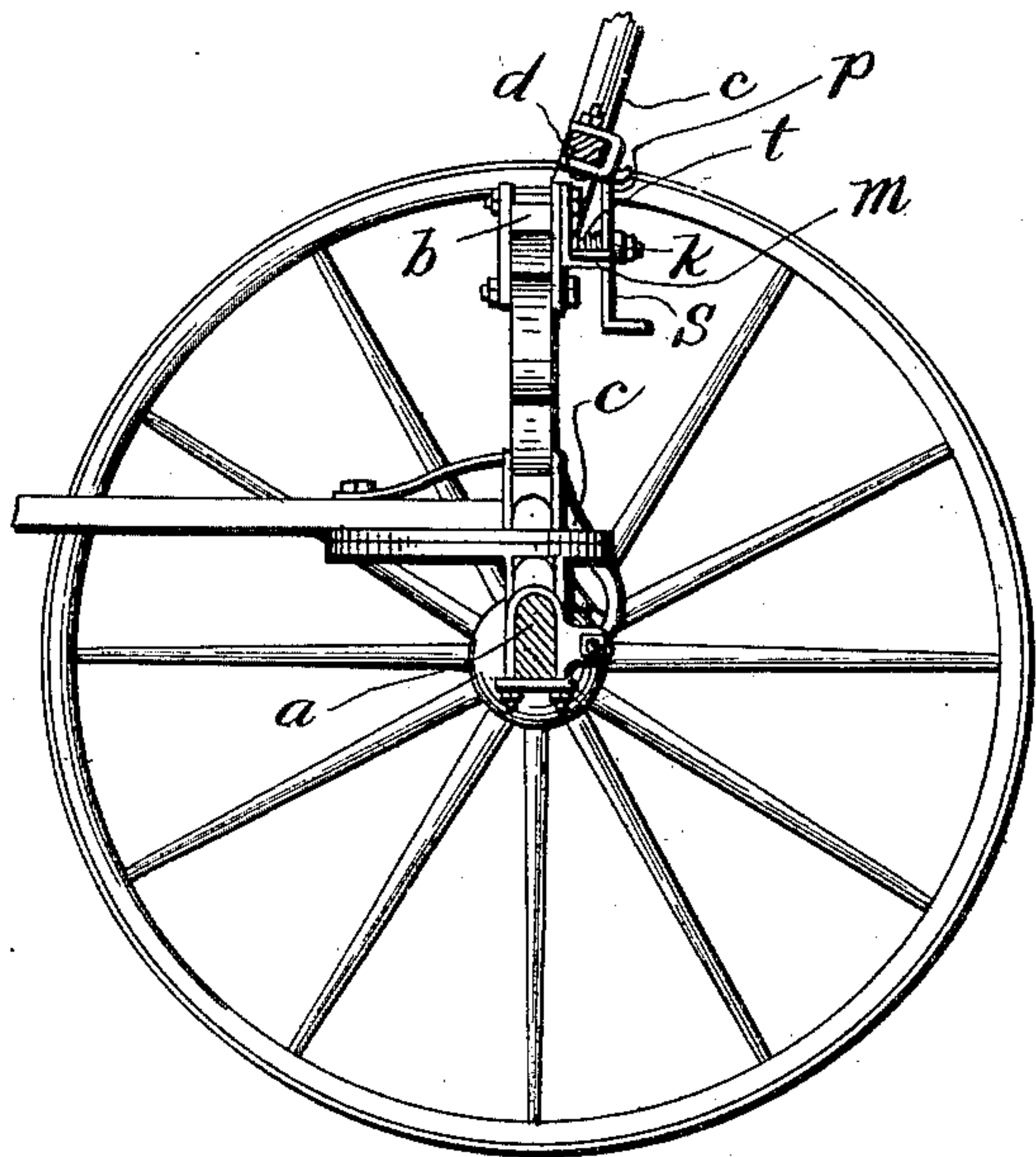


FIG. 2.

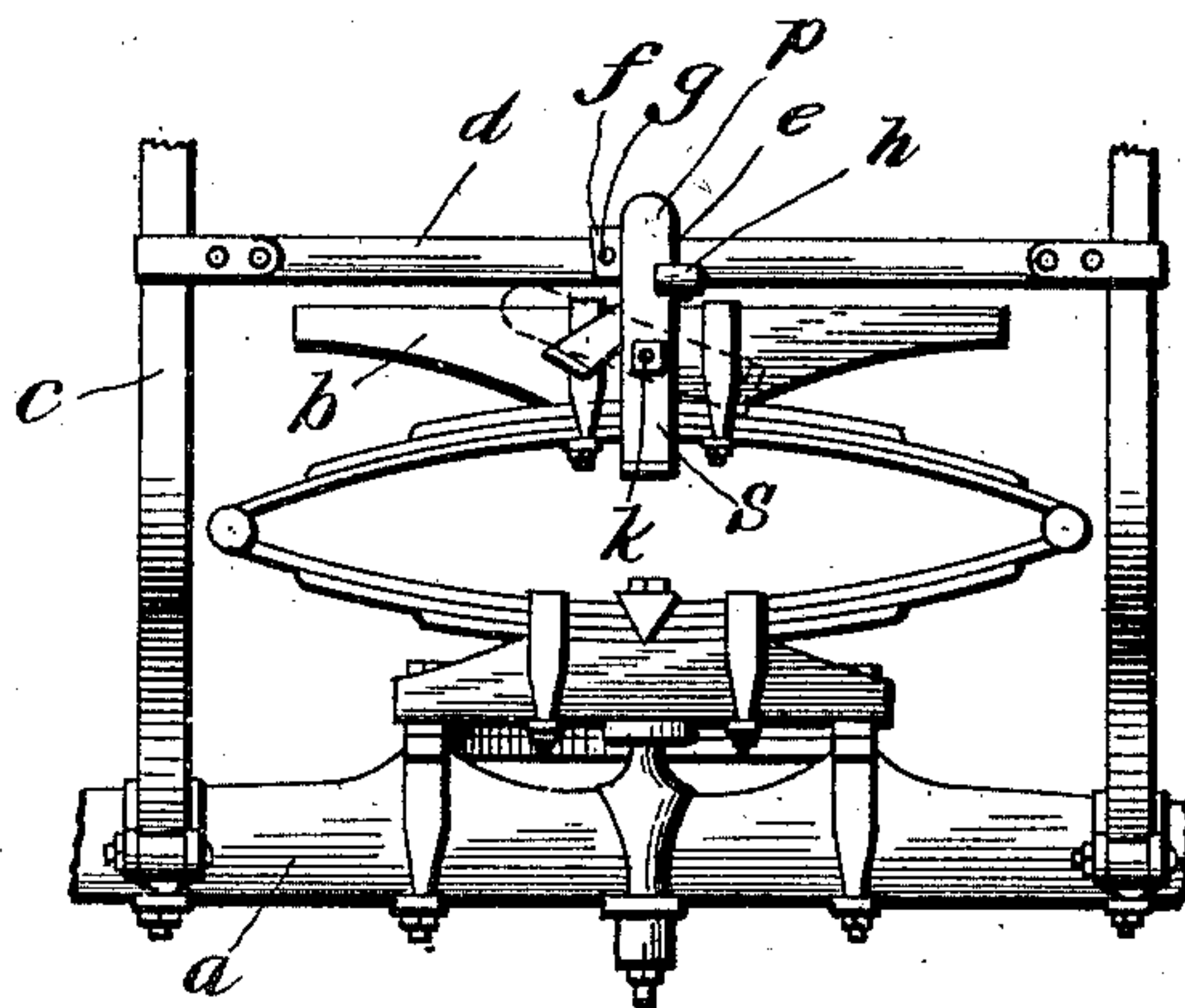


FIG. 3.

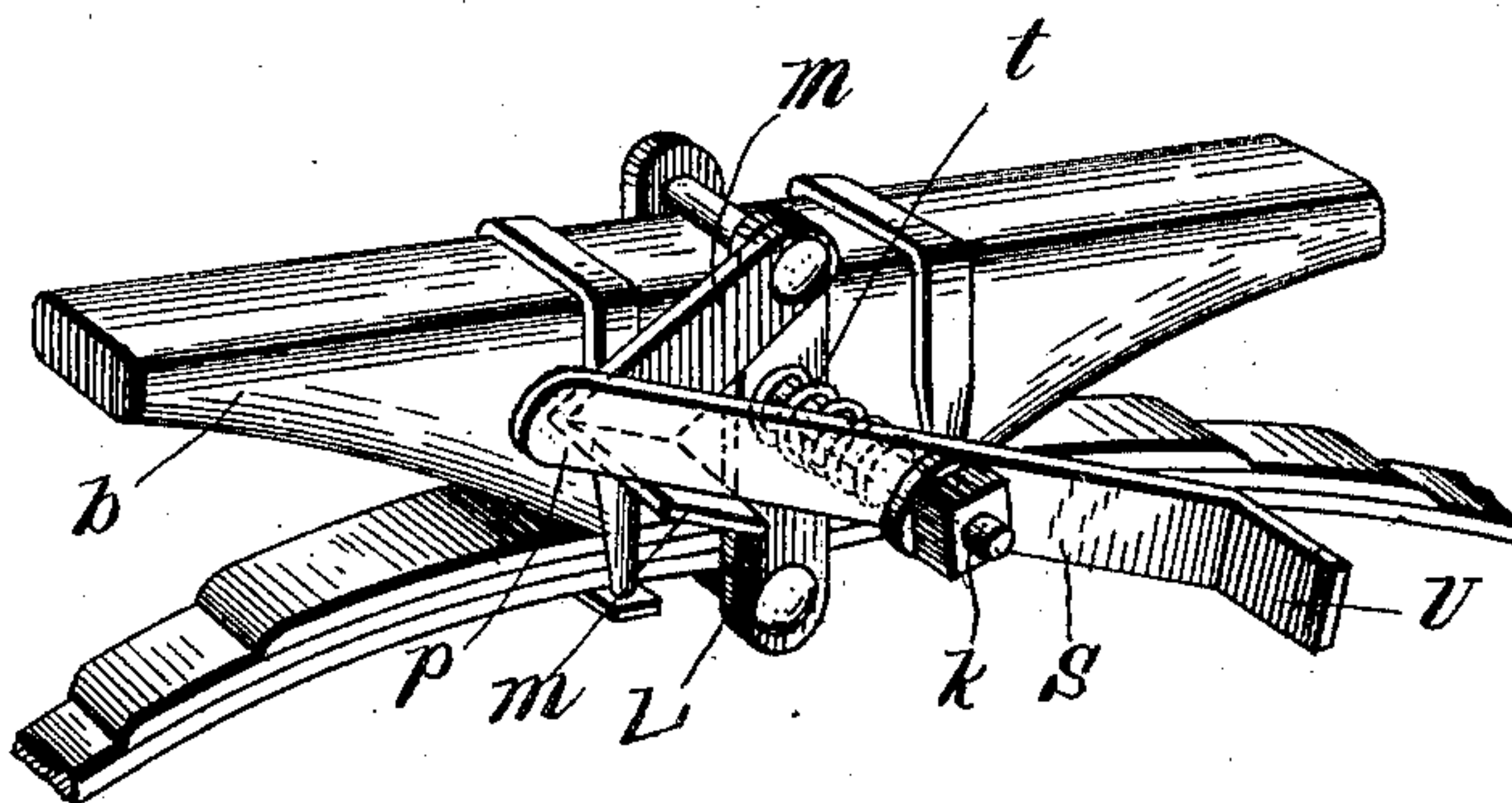
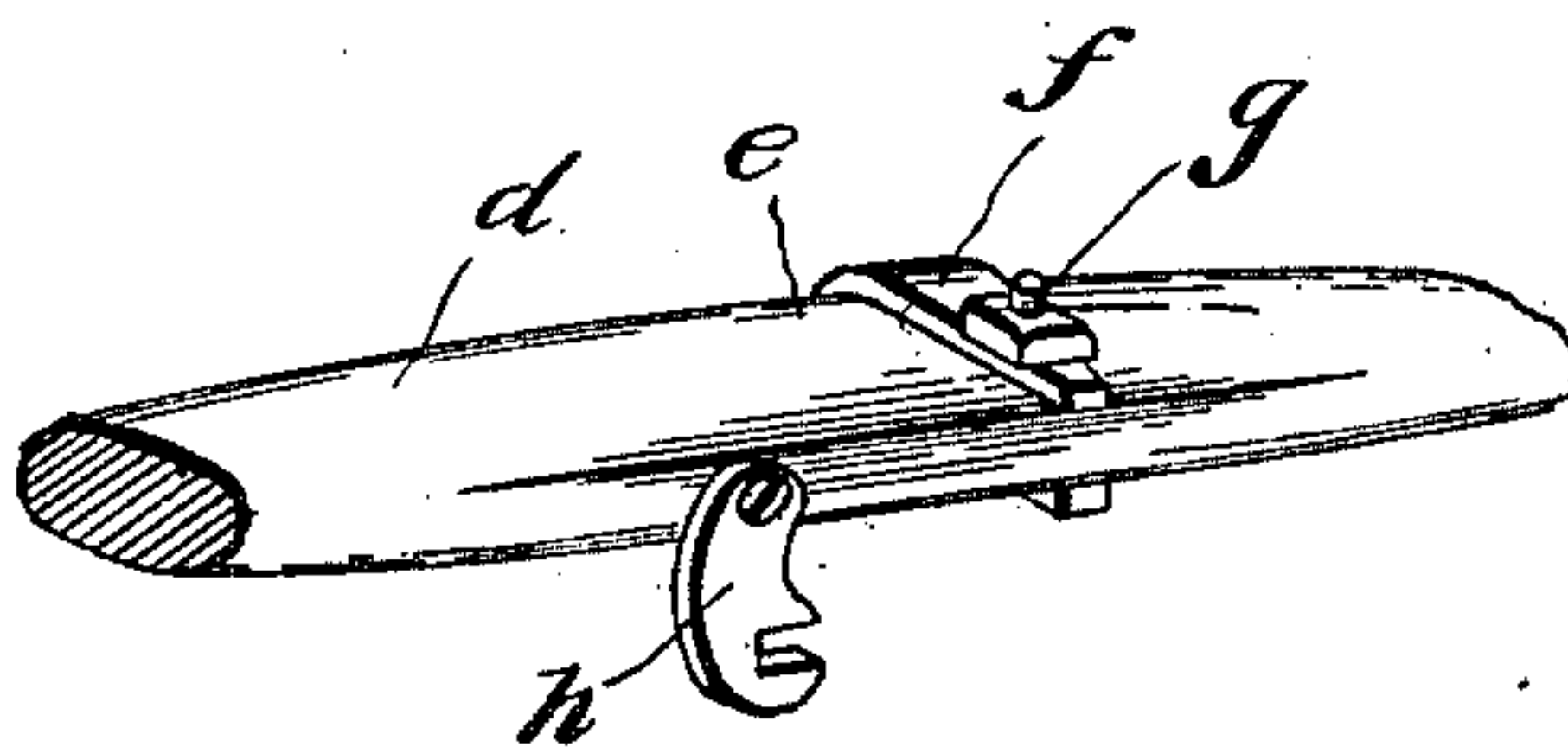


FIG. 4.



Witnesses

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THILL-SUPPORT.

SPECIFICATION forming part of Letters Patent No. 697,286, dated April 8, 1902.

Application filed October 23, 1901. Serial No. 79,707. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM D. SMITH, a citizen of the United States, and a resident of Hudgens, in the county of Williamson and State of Illinois, have made a certain new and useful Invention in Thill-Supports; and I declare the following to be a full, clear, and exact description of the same, such as will enable others skilled in the art to which it appertains to make and use the invention, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

Figure 1 is a side elevation of my device as applied, the shafts being shown as secured in raised position. Fig. 2 is a similar view from the front. Fig. 3 is a detail perspective view of lever-latch *s* and adjacent parts. Fig. 4 is a detail perspective view of abutment *f* and hook *h*.

The invention relates to buggy attachments or to means for supporting or upholding the shafts of vehicles generally; and it consists in the novel construction and combinations of devices, as hereinafter set forth.

The object of the invention is to provide a cheap and simple means whereby the shafts may be held in raised position to facilitate hitching the horse to the vehicle and including a secure supporting-latch which can be quickly and readily operated by the foot when the shafts are raised to retain them in such position.

In the accompanying drawings the letter *a* designates the axle of a buggy, *b* the bolster, and *c* the shafts connected to the axle and having the transverse draft-bar *d*, these parts being of the usual construction.

At one side of the middle bearing *e* of the transverse shaft-bar *d* is provided a stop or abutment *f*, which is usually made in the form of a U-shaped clamp of metal, designed to be secured to said bar by a suitable screw or bolt *g*. On the other side of said middle bearing is provided a pivoted hook *h*, said hook having its plane at right angles to the plane of the transverse bar and being pivoted to its rear edge.

Projecting from the bolster is a screw-bolt *k*, which is held to said bolster by means of an adjustable clamp *L* or other suitable fas-

tening, and a stop-bearing *m* is also provided at one side of said bolt.

This lever-latch or shaft-support is pivoted on the screw-bolt *k* and is provided with a spring *t*, which engages the lever-latch and the bolster or bolster-clamp *L* in such wise as to exert tension on the lever-latch to cause it to assume the position of rest or engagement with the stop *m*. The spring also provides a rocking bearing for said lever-latch, whereby it is enabled to have a slight backward-and-forward motion. At the lower end of the lever-latch is provided a forward flange *U*, which serves as a bearing for the foot in operating the lever-latch.

In its ordinary position of rest the lever-latch is in an inclined or transverse position with relation to the shafts. When, however, the vehicle is brought into the stable to be put away, the shafts are raised, bringing the transverse bar upwardly past the bolster. Then by a pressure of the foot on the pedal-flange *U* of the latch the latter can be turned to upright position and the shafts brought forward a little, so as to effect an engagement between the latch and the stop *f* of the transverse bar, such engagement being secured by turning the hook *h* over the latch. In this position the tension-spring assists in holding the latch against the beak of the hook. To disengage the latch, the foot is pressed on its pedal-flange, which relieves the hook, allowing it to be easily turned aside, and at the same time rocks the latch free from the stop *f*, said latch then being turned by its spring to normal or transverse position with relation to the shafts.

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

1. A thill-support comprising a stop or abutment upon the thill, in combination with a tension device upon the front bolster arranged to engage said stop or abutment when under tension, and so support the thill, and means for insuring against disengagement of said device and stop, substantially as specified.

2. A thill-support consisting of the pivoted lever-latch having bolster connections, the tension-spring upon the pivot-pin of said

latch, and a rest-bearing for said latch carried by the bolster, in combination with the stop or abutment upon the thills for engagement with said latch when under tension, to
5 support the thills, substantially as specified.

3. A thill-support consisting of the pivoted lever-latch carried by the bolster, the tension-spring for said latch, and the rest-bearing for said latch when not in use, in combination
10 with the stop or abutment, of the thills for engagement with said latch, and the hook carried by the thills for engagement with said latch to insure its action, substantially as specified.

15 4. A thill-support consisting of the pivoted

lever-latch carried by the bolster, the tension-spring upon the pivot-pin of said latch, and a rest-bearing for said latch when not in use, in combination with the U-shaped clamp carried by the transverse shaft-bar, and forming
20 a stop or abutment for the latch-lever, and a hook carried by said bar, and arranged to turn over the shaft-lever to insure its action, substantially as specified.

In testimony whereof I affix my signature 25
in presence of two witnesses.

WILLIAM D. SMITH.

Witnesses:

ZACHARIAH HUDGENS,
SAMUEL S. VICK.