

No. 715,438.

Patented Dec. 9, 1902.

D. W. THOMA.
THILL SUPPORT.

(Application filed Sept. 19, 1902.)

(No Model.)

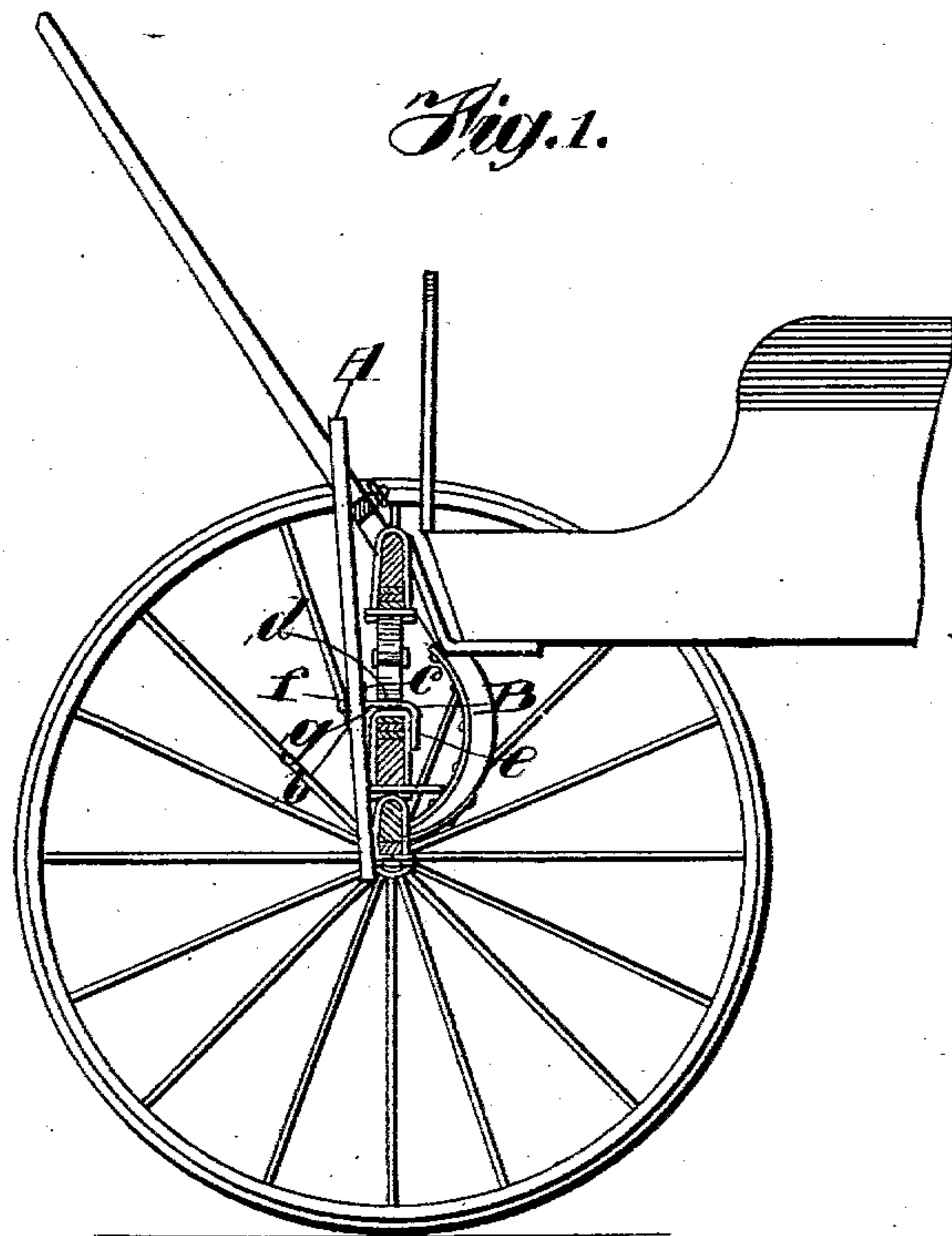
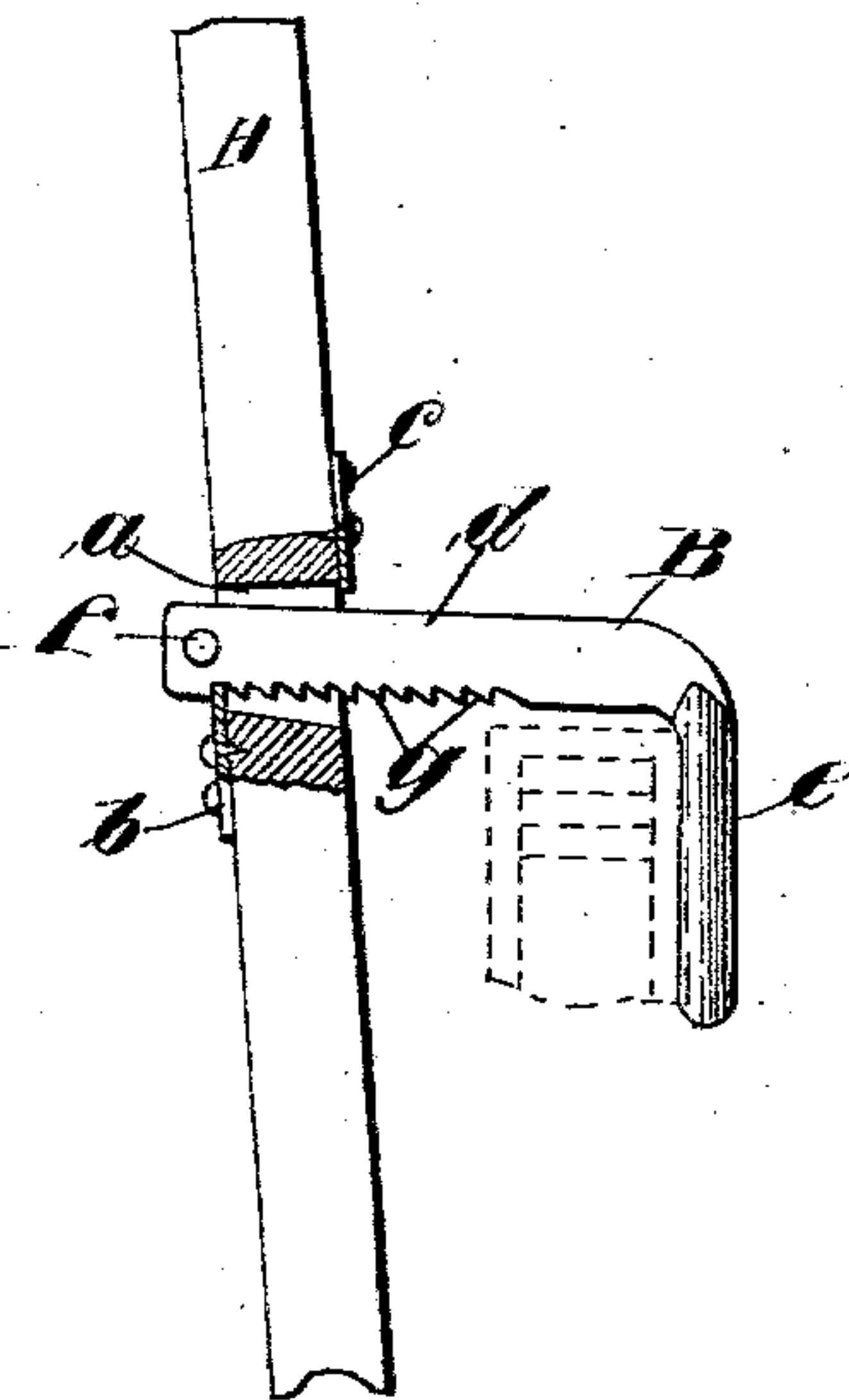


Fig. 2.



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THILL-SUPPORT.

SPECIFICATION forming part of Letters Patent No. 715,438, dated December 9, 1902.

Application filed September 19, 1902. Serial No. 124,030. (No model.)

To all whom it may concern:

Be it known that I, DIEDRICK W. THOMA, a citizen of the United States, residing at Elmhurst, in the county of Dupage and State of Illinois, have invented certain new and useful Improvements in Thill-Supports, of which the following is a specification, reference being had to the accompanying drawings.

When a buggy or other vehicle is out of use, it is often desirable, as is well known, that its thills be supported in a raised position. It is also desirable that the support employed be capable of ready adjustment, so that it may be adapted for use in connection with vehicles of different styles and sizes, and while adjustable supporting means for this purpose have been devised they have involved, as a general thing, as essential to the adjustability the use of screw-threaded portions or a removable pin adapted to be inserted in one of a series of holes.

The object of my invention is to provide a cheap, simple, and effective thill-support that can be easily and quickly adjusted as desired without the use of any screw-threaded portions or removable pins, and I accomplish this object by the means shown in the drawings and hereinafter fully described.

That which I believe to be new is set forth in the claims.

In the drawings, Figure 1 is a side elevation, partly in section, of the front portion of a vehicle to which my improved thill-support is applied, and Fig. 2 is a side elevation, partly in section, of my improved support, a portion of the longer bar of the device being broken away.

Referring to the said figures of the drawings, A indicates a bar, preferably of wood and of a length to extend when in use from the front axle of a buggy upward in front of the cross-bar of the shafts when said shafts are raised, as in Fig. 1. Through this bar from front to rear extends a slot *a*, near the forward lower edge of which is a plate *b*, secured to the front face of the bar A, and near the rear upper edge of which is another plate *c*, secured to the rear face of the bar A, the uses of these plates being hereinafter explained.

B indicates a metal hook having a straight shank portion *d* and a turned or hook end por-

tion *e*. This shank portion *d* is adapted to be passed through the slot *a*, which slot, as shown, is slightly longer than the width of the shank.

f indicates a bolt passing through the shank *d* near its outer end, which acts as a stop to prevent the withdrawal of the shank wholly from the slot *a*.

g indicates a series of teeth in the lower edge of the shank portion *d* and adapted to engage the upper edge of the plate *b*, the teeth being so formed as to hold the part A against forward movement, but sloped so as to permit such part A to be pushed backward, if desired, without raising such toothed edge out of contact with the plate *b*.

In use, with the parts A and B loosely secured together, as shown and described, the turned or hook portion *e* of the part B is to be placed over the spring-bar or other fixed portion at the front end of the vehicle, and the shafts having previously been raised the upper end of the bar A will be brought in front of the cross-bar of the shafts. The weight of the shafts bearing against the bar A causes the bar to bear at its lower end against the axle. A firm support is thus given to the shafts in their raised position. If it is desired to raise the shafts still higher, the bar A can be pushed back with the lower toothed edge of shank *d* at all times in contact with the plate *b*, and when the required adjustment is had the engagement of one of the teeth with such plate retains the parts as desired. If it is desired to lower the thills somewhat, the toothed edge of the shank is to be disengaged from the plate *b* to permit such movement, and when the thills are lowered to the desired degree the toothed edge of the shank is to be permitted to again engage such plate, whereupon the parts will be again firmly locked in place.

When the device is in use, the part B is at such an angle to the part A that the upper edge of the shank *d* is brought into position to bear against the upper rear edge of the slot *a*, and the plate *c* is therefore provided for the shank to come in contact with to prevent the slot being enlarged by the frequent bearing of the shank at that point.

By my invention I provide a thill-support that can be cheaply manufactured and that

can be very easily and quickly adjusted to adapt it for properly holding in a raised position thills of different vehicles or holding at varying angles the thills of one vehicle.

5 What I claim as my invention, and desire to secure by Letters Patent, is—

1. In a shaft-support, the combination of a bar adapted to bear near one end against the cross-bar of a pair of thills when said
10 thills are raised and near its other end against a fixed portion of the vehicle to which the thills are secured, a second bar having a hook portion and a rigid shank portion, said shank portion being provided with a series of teeth,
15 means for movably connecting said two bars together, and means on said first-named bar adapted to be engaged by said series of teeth, substantially as described.

2. In a shaft-support, the combination of
20 a slotted bar adapted to bear near one end against the cross-bar of a pair of thills when said thills are raised, and near its other end against a fixed portion of the vehicle to which the thills are secured, a second bar passing
25 through the slot in said first-named bar and

adjustable therein and provided on its lower edge with teeth and at one end with a hook portion adapted to engage the front end of the vehicle, and means at the lower end of the slot in said first-named bar for said teeth
30 to engage, substantially as specified.

3. In a shaft-support, the combination of a slotted bar adapted to bear near one end against the cross-bar of a pair of thills when
35 said thills are raised, and near its other end against a fixed portion of the vehicle to which the thills are secured, a second bar passing through the slot in said first-named bar and adjustable therein and provided on its lower
40 edge with teeth and at one end with a hook portion adapted to engage the front end of the vehicle, and a plate secured to the face of the said first-named bar near the lower end of the slot therein and adapted to be engaged by said teeth, substantially as specified.

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Witnesses:

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