

No. 772,290.

PATENTED OCT. 11, 1904.

W. M. NIX.  
THILL SUPPORT.

APPLICATION FILED AUG. 18, 1904.

NO MODEL.

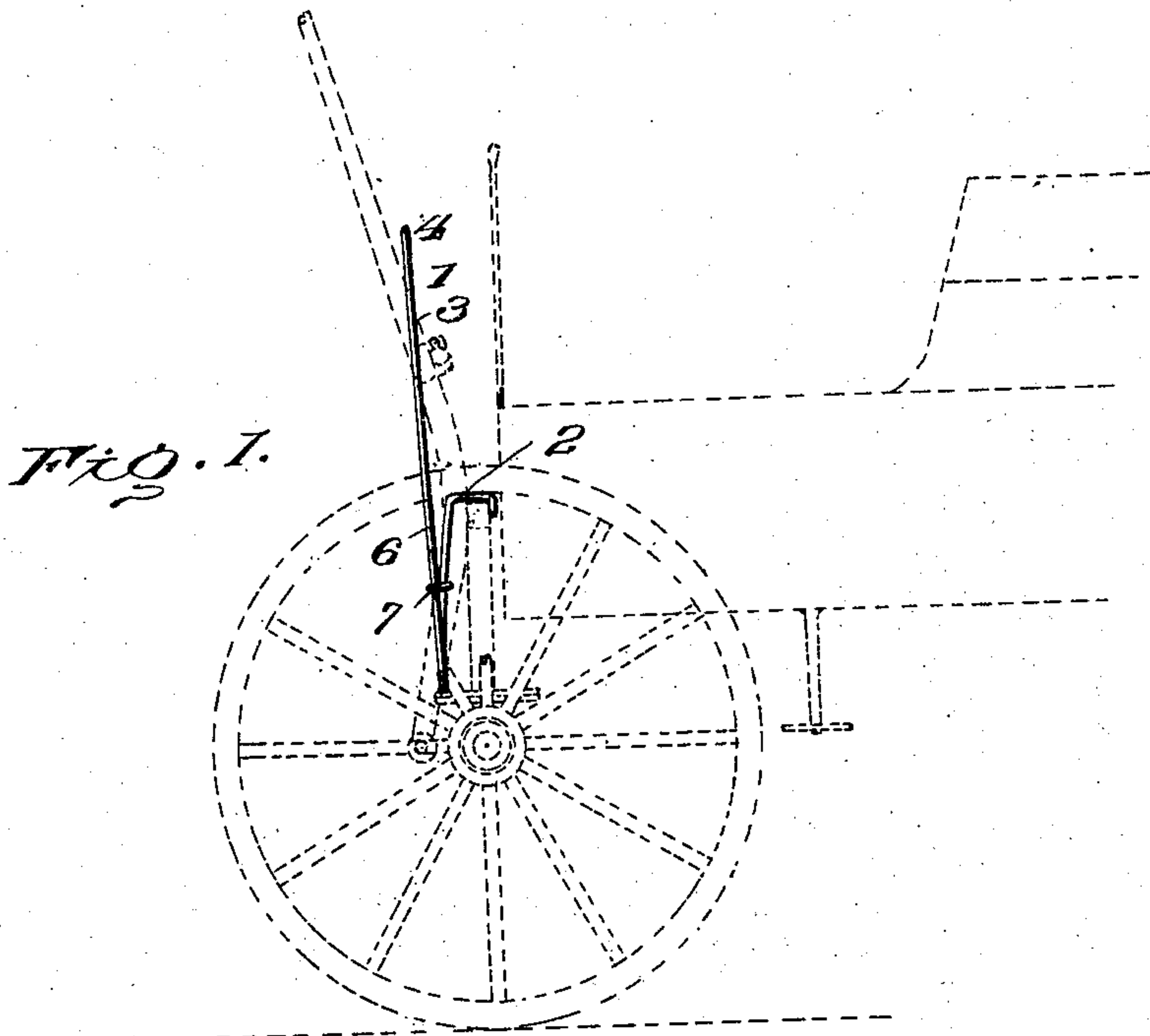


Fig. 4. Fig. 5.

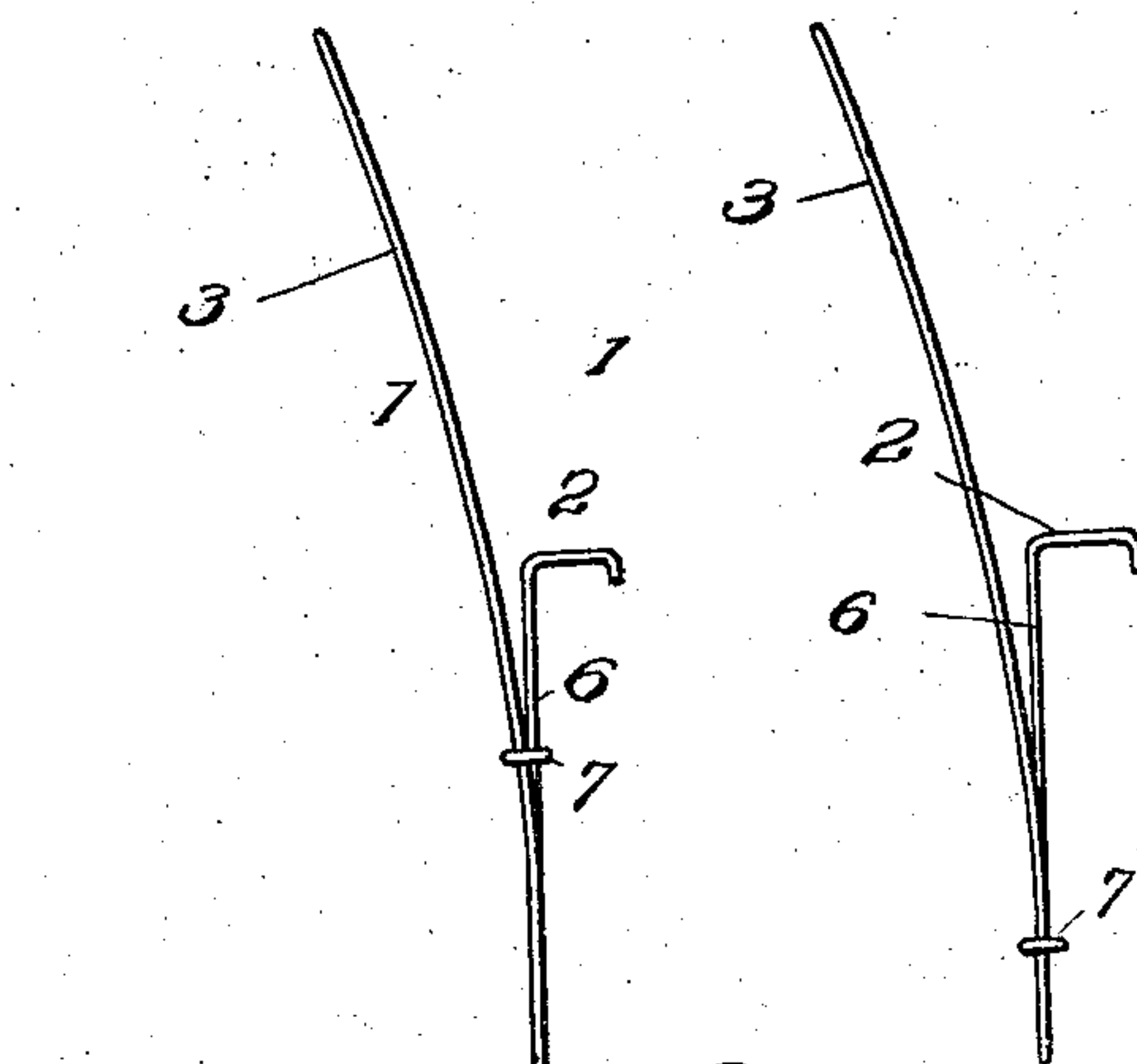
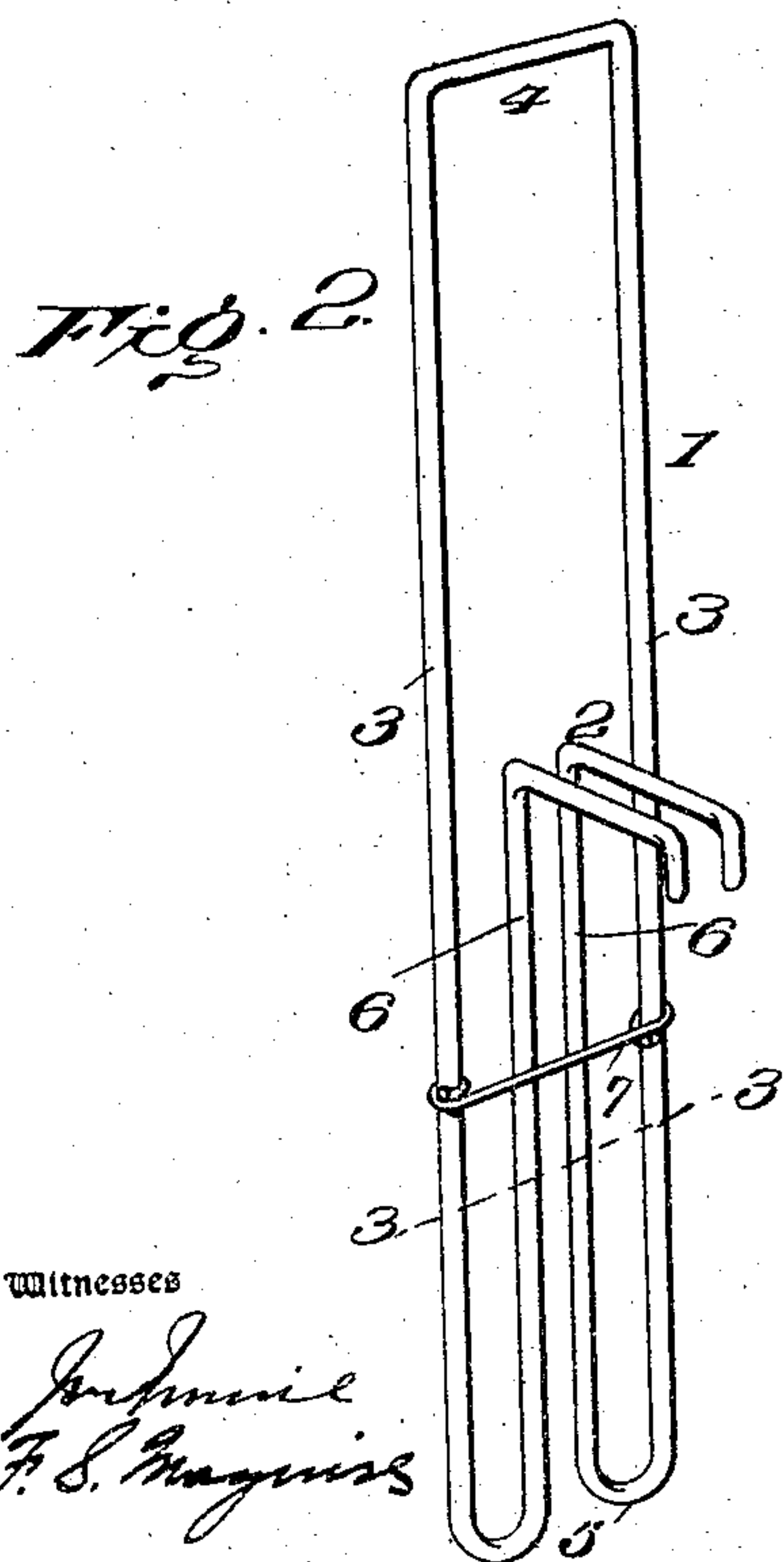


Fig. 3.

Inventor

Witnesses

J. S. Magnus  
F. S. Magnus

352

William M. Nix,

J. S. Magnus,  
Attorney

# UNITED STATES PATENT OFFICE.

WILLIAM M. NIX, OF JOPLIN, MISSOURI, ASSIGNOR TO EVETT D. NIX, OF JOPLIN, MISSOURI.

## THILL-SUPPORT.

SPECIFICATION forming part of Letters Patent No. 772,290, dated October 11, 1904.

Application filed August 18, 1904. Serial No. 221,247. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM M. NIX, of Joplin, in the county of Jasper and State of Missouri, have invented certain new and useful  
 5 Improvements in Thill-Supports; and I do hereby 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.

10 The object of this invention is to provide a simple and highly-efficient thill-support adaptable for vehicles of different sizes and styles and which may be cheaply manufactured and which will be composed of a minimum number of parts.

The invention will be hereinafter fully set forth, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1  
 20 shows in side elevation a portion of a vehicle with my improved support in place. Fig. 2 is a view in perspective of the support detached. Fig. 3 is a cross-sectional view on line 3 3, Fig. 2. Figs. 4 and 5 are side views  
 25 showing the thill-engaging member and the support-engaging member in different positions.

Briefly stated, my improved support comprehends, first, a thill-supporting member,  
 30 and, secondly, a support-engaging member holding the former in place, the two members having between them a certain yielding or resiliency, so as to readily accommodate vehicles of different sizes and lessen the liability  
 35 of defacing the woodwork.

Referring to the drawings, 1 designates a thill-supporting member, and 2 the support-engaging member. The latter is in the form of a hook, and the former is of approximately  
 40 oblong formation. In practice I make the two members from one continuous wire bent into the necessary shape. The two outer longitudinal side rods 3 3, formed from the bending of the wire at 4, are bent inwardly at 5  
 45 and carried on approximately parallel lines, though not actually so, to form shorter longitudinal portions 6 and thence again twice bent to form the hooked ends, which are designed to engage the spring or bar of the ve-

hicle and be supported thereby. The lower 50 end of the device preferably engages the fifth-wheel when the thill is in engagement with the supporting member 1. The parts being formed from heavy spring-wire, there is between the side rods 3 and the inner 55 shorter longitudinal portions 6 considerable resiliency, so that the hooked member may be caused to engage the spring or bar of various-sized vehicles, the thill-supporting member being free to move forwardly relatively 60 to the hooked member according as conditions may require.

7 designates a stop preferably formed from a single wire coiled at its ends to encircle the longitudinal side rods 3. This stop is adjust- 65 able to any point within the length of the shorter longitudinal portions 6. While it serves to hold such side rods as against undue spreading, its primary function is to act as a stop to limit the deflection in opposite di- 70 rections of the hooked engaging member and the thill-supporting member. It may be readily adjusted to any desired point according to the requirements of the vehicle to which the device is applied.

The advantages of my invention are apparent. It will be seen that I have provided an extremely simple and inexpensive thill-support which may be readily applied to vehi- 80 cles of various sizes and styles and which being free from all complication is not liable to readily get out of order or be deranged. Not only is a certain resiliency allowed to the support while holding the thills, but by reason of this very fact the device has a wide range 85 of usefulness.

I claim as my invention—

1. A thill-support comprising a long member for engaging the thill cross-bar, a shorter member extended longitudinally of the former 90 member and having a hooked portion for engaging a fixed part of a vehicle, and a resilient or yielding connection between the two members.

2. A thill-support comprising a long mem- 95 ber for engaging the thill cross-bar, a shorter member extended longitudinally of the former member and having a hooked portion for en-



gaging a fixed part of a vehicle, a resilient or yielding connection between the two members, said members being capable of being deflected in opposite directions, and an adjustable stop for limiting such deflection.

3. A thill-support comprising a long member for engaging the thill cross-bar, a shorter member extended longitudinally of the former member and having a hooked portion, all formed from one continuous spring-wire, and an adjustable stop for limiting the deflection between the two members.

4. A thill-support comprising a thill-engaging member, and a support-engaging member, both formed from one continuous wire bent into two longitudinal portions, and two shorter longitudinal portions terminating in the support-engaging member, and an adjustable stop

for limiting the deflection between the two members.

5. A thill-support formed from a continuous wire bent to form longitudinal portions and two shorter longitudinal portions bent at their ends to form the support-engaging member, and a stop carried by two of the longitudinal portions for engaging the other longitudinal portions for limiting the displacement between the two sets of longitudinal portions.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

WILLIAM M. NIX.

Witnesses:

J. NOTA MCGILL,

FRANCIS S. MAGUIRE.