No. 804,316. PATENTED NOV. 14, 1905.

J. H. HENSON.

THILL AND TONGUE SUPPORT.

APPLICATION FILED MAR. 13, 1905.

Fig. 1.

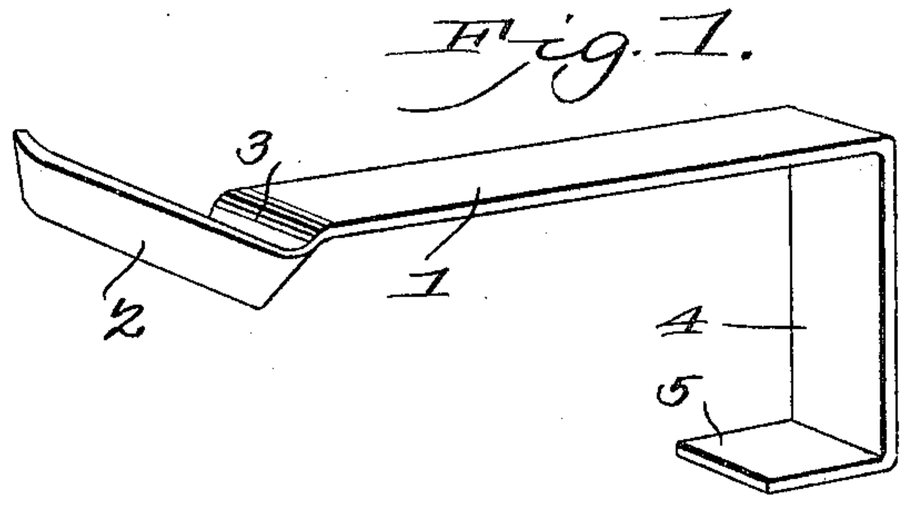


Fig. 5.

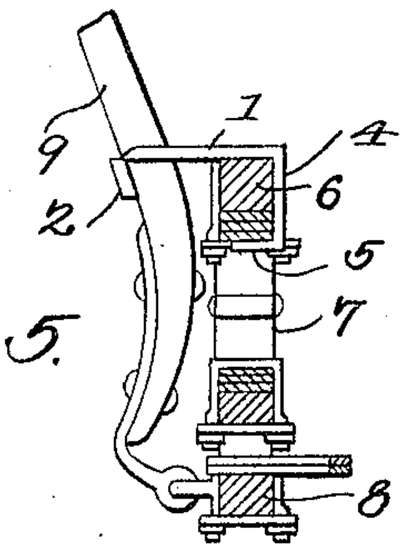


Fig. 2.

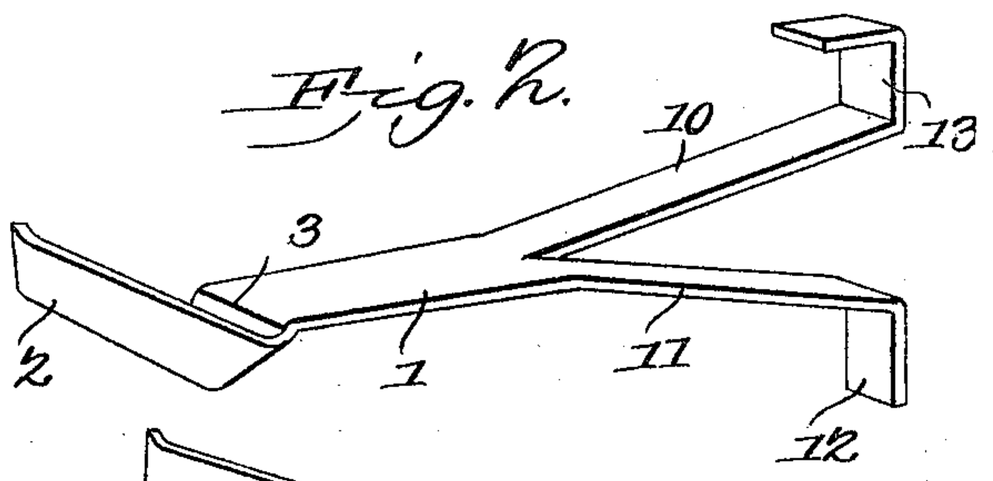


Fig. 6.

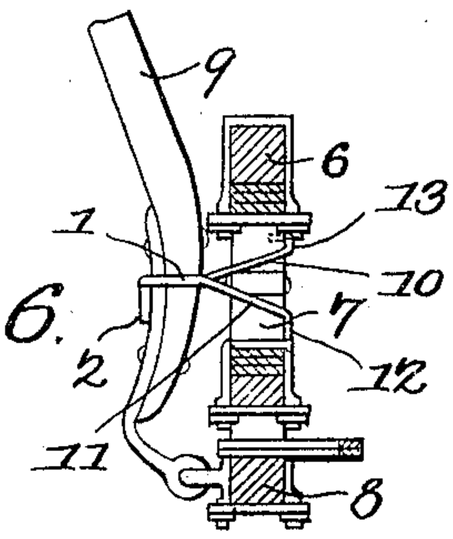


Fig. 3.

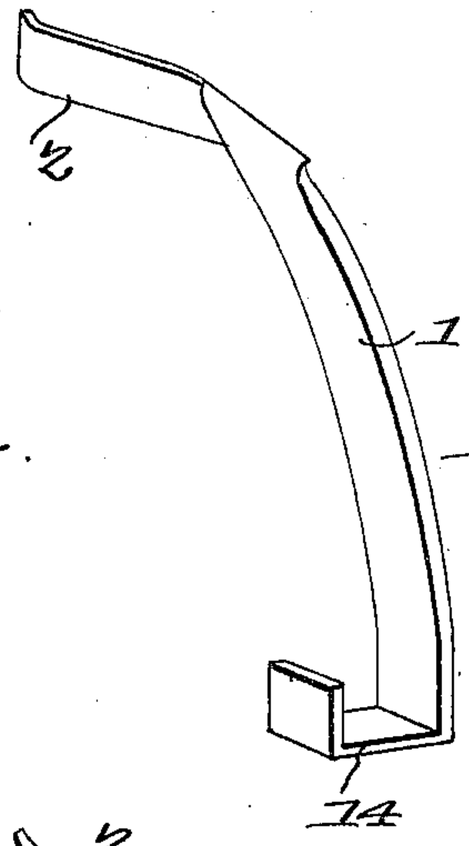


Fig. 7.

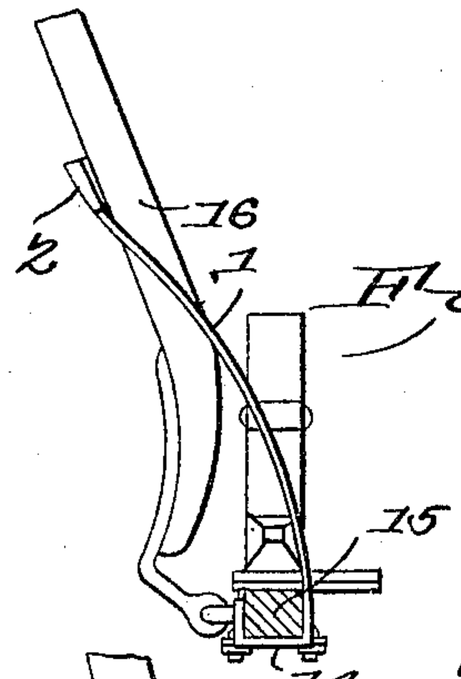


Fig. 8.

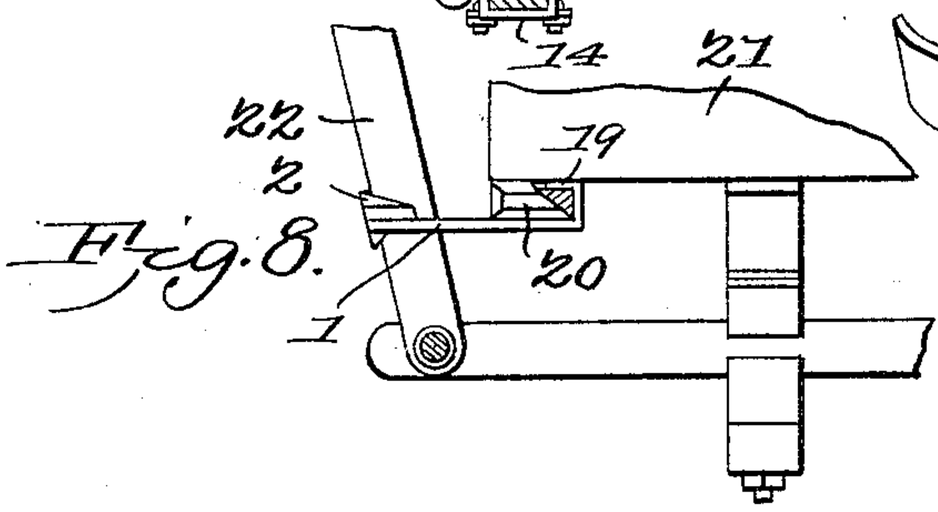
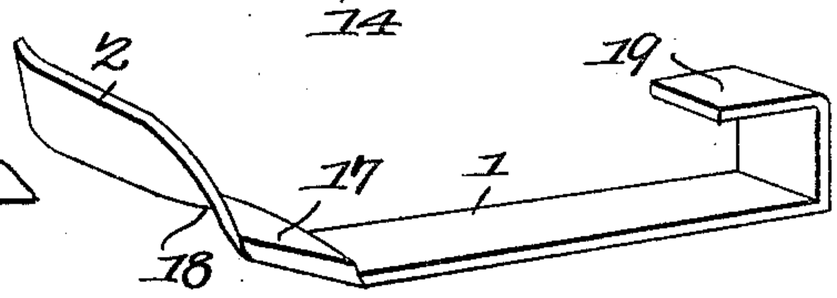


Fig. 4.



Witnesses

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UNITED STATES PATENT OFFICE.

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THILL AND TONGUE SUPPORT.

No. 804,316. Specification of Letters Patent. Patented Nov. 14, 1905.

Application filed March 13, 1905. Serial No. 249,852.

To all whom it may concern:

Be it known that I, JOHN HENRY HENSON, a citizen of the United States, residing at Cooley, in the county of Woodward, Oklahoma Territory, have invented a new and useful Thill and Tongue Support, of which the following is a specification.

This invention relates to shaft and tongue supports for holding the shafts and tongues in upright positions when the vehicle is not in use and is designed to provide an improved device of this character capable of being conveniently fitted to and removed from the vehicle and as readily engaged with the tongue or shaft without dismantling any portion of the vehicle.

Another object of the invention is to embody the same in several different forms, so as to adapt the same for application to vehicles of different characters in order that the device may have a wide range of application.

With these objects in view the present invention consists in the combination and arrangement of parts, as will be hereinafter more fully described, shown in the accompanying drawings, and particularly pointed out in the appended claims, it being understood that changes in the form, proportion, size, and minor details may be made within the scope of the claims without departing from the spirit or sacrificing any of the advantages of the invention.

In the accompanying drawings, Figures 1, 2, 3, and 4 are detail perspective views of different embodiments of the present invention. Figs. 5, 6, 7, and 8 are views illustrating the application and operation of the respective forms of the invention, parts being broken away to show the manner of connecting the devices with the vehicles.

Like characters of reference designate corresponding parts in each and every figure of the drawings.

Each of the several forms of the present invention consists of a substantially straight flat metallic bar 1, constituting a shank which has its front end portion 2 bent transversely at substantially right angles to the shank to form a shaft-engaging member. In each of Figs. 1 and 2 the front end portion of the shank is first bent downwardly, as at 3, and then folded over at substantially right angles to the stem, so as to bring the members 1 and 2 into planes at substantially right angles to one another, the member 1 being in a horizontal plane and the member 2 in a vertical plane with the upper edge of the member 2 substantially flush with the top face of the shank 1. For the support of the device the rear end of the shank of each form is provided with an attaching hook or clip, which of course varies somewhat in form, according to the application of the device. As embodied in Fig. 1 the rear end of the shank extends downwardly in the nature of an arm 4, the lower extremity of which extends forwardly, as at 5, in substantial parallelism with the shank 1, whereby the parts 4 and 5 constitute a substantially L-shaped attaching clip or hook, which is designed to embrace the front cross-bar 6, as shown in Fig. 5, ordinarily supported upon the top of an elliptical spring 7, carried by the axle 8. When thus applied, the shank 1 extends across the top of the cross-bar 6 and projects a suitable distance in front thereof, the attaching clip or hook having sufficient elasticity to snugly embrace the cross-bar and the top portion of the spring, with the cross-arm 2 engaging across the front of the shaft or thill 9, which has been previously elevated preparatory to fitting the support in place.

The form shown in Fig. 2 has its rear end split longitudinally to form fork members 10 and 11, which are alternately sprung upwardly and downwardly to produce elastic members, the outer extremity of the member 11 terminating in a pendent ear 12, while the rear end of the member 10 terminates in an upwardly-directed hook 13. The application of this form of the device has been shown in Fig. 6, wherein it will be seen that the support is received within the elliptical spring 7, with its hook 13 embracing the upper member of the spring and its ear 12 engaging back of the lower member of the spring, the part 2 engaging across the front of the shaft or thill 9, so as to hold the latter in an upright position.

As embodied in Fig. 3 the shank is merely folded over at right angles to form the cross-bar 2, which lies in a plane substantially parallel with the shank 1, the latter terminating at its rear end in a hook 14, which is designed to engage beneath an axle 15 from the rear side thereof, with the shank 1 inclined upwardly and forwardly across the top of the axle and the cross-bar 2 engaged across the front of the thill 16, the weight of the thill upon the upper end of the shank 1 causing the hook 14 to grip the axle, and thereby be retained thereon.

Another form of the device has been shown in Fig. 4, wherein the cross-bar 2 is first folded over at 17 and then twisted, as at 18, so as to lie in a plane at substantially right angles to that of the shank 1, the rear extremity of the shank terminating in an upwardly-directed hook 19, which, as shown in Fig. 8, is designed to embrace a cleat or cross-bar 20 upon the under side of the vehicle-bed 21, with the cross-bar 2 engaging across the front side of a draft-tongue 22.

From the foregoing description it will be understood that each form of the present invention is an integral device and is shaped at one end to engage across the front side of the thill or draft-tongue with its rear end constructed to engage and be supported by some portion of the vehicle without requiring any extraneous fastening means whereby each form of the device may be conveniently attached and removed without incurring the delay of applying and removing fastening devices and without dismantling any portion of the vehicle. Moreover, the invention is embodied in several forms, so as to adapt the invention for application to different portions of differently-constructed vehicles, so as to give the invention a wide range of application.

By forming the present device of plate metal it can be inexpensively produced without the requirement of specially-prepared tools and has a certain resiliency which tends to more firmly grip the attaching-hook upon a part of the vehicle than if the entire device were rigid.

Having thus described the invention, what is claimed is—

1. A tongue and thill support comprising a shank formed of plate metal having one end bent into a hook-shaped attaching-clip and its other end folded transversely across the shank to form a cross-arm for engagement across the front of a thill.

2. A tongue and thill support comprising a shank of plate metal which is split longitudinally in its rear end with its split portions spread and bent at their rear ends to form attaching-clips, the other end of the shank being folded to form a transverse thill-engaging arm.

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

JOHN HENRY HENSON.

Witnesses:
B. F. WILLETT,
B. F. RICHARDS.