

No. 891,908.

PATENTED JUNE 30, 1908.

A. H. CHAMBERLAIN.

THILL SUPPORT.

APPLICATION FILED AUG. 31, 1907.

Fig. 1.

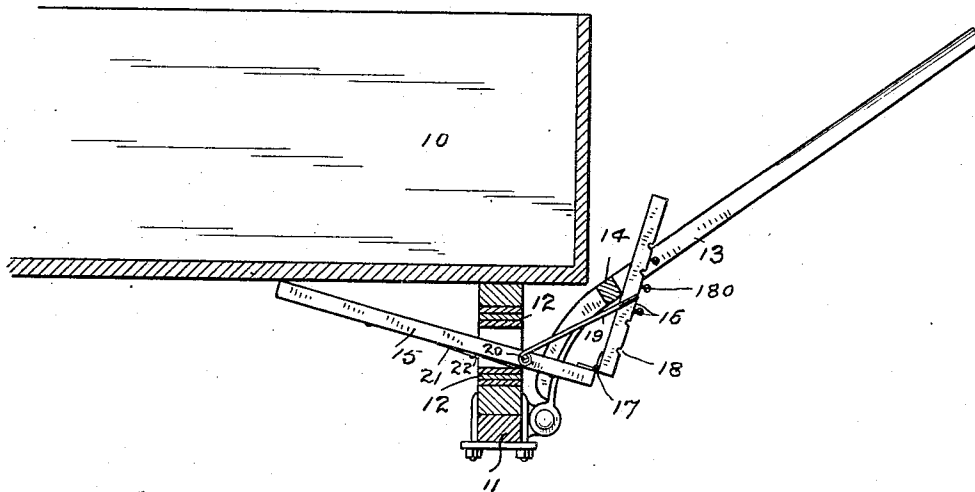


Fig. 2.

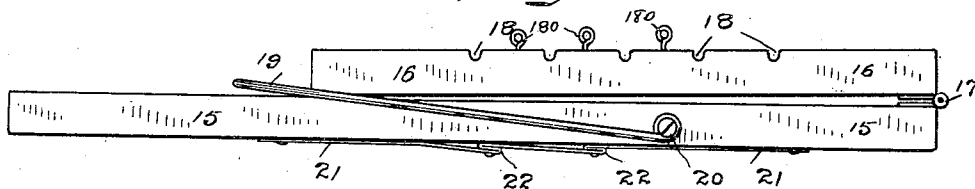
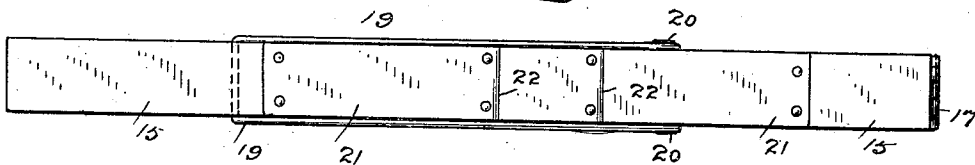


Fig. 3.



WITNESSES

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## THILL-SUPPORT.

No. 891,908.

Specification of Letters Patent.

Patented June 30, 1908.

Application filed August 31, 1907. Serial No. 390,893.

*To all whom it may concern:*

Be it known that I, AUSTIN H. CHAMBERLAIN, a citizen of the United States, residing at Bridgeport, county of Fairfield, State of Connecticut, have invented a new and useful Thill-Support, of which the following is a specification.

This invention has for its object to provide a simple and inexpensive thill and pole support for use upon wagons in a barn and elsewhere to retain the thills or pole in a raised position so that they will be out of the way of other wagons and much less room will be required, the special object in view being to produce a device free from complication, which may be folded into small compass when not in use and will be so inexpensive to produce that it may be retailed at a price placing it within reach of all.

With these and other objects in view I have devised the simple and novel thill and pole support of which the following description in connection with the accompanying drawing is a specification, reference characters being used to indicate the several parts.

Figure 1 is a view partly in elevation and partly in section, illustrating the construction and mode of operation of my novel support; Fig. 2 a side elevation on an enlarged scale illustrating my novel support in the folded position; and Fig. 3 is an inverted plan view corresponding with Fig. 2.

10 denotes the body of a wagon, 11 the axle, 12 the front spring, 13 one of the thills and 14 the cross bar of the thills.

My novel support comprises two arms indicated respectively by 15 and 16 which are hinged together as at 17 so as to fold over one upon the other. Arm 15 is adapted to be passed between the leaves of the wagon spring from the front, the rear end thereof engaging the underside of the wagon body as clearly shown in Fig. 1. The arms are preferably made of wood although metal may be used if preferred. The outer face of arm 16 is provided with locking devices for engagement by a wire loop 19, the ends of which are pivoted to the opposite sides of arm 15 as at 20. Any suitable locking devices for the loop may be provided, as for example cross grooves 18 may be formed in the outer face of arm 16 or said arm may be provided with pins or with screw eyes 180, as shown in the drawing. Screw eyes are inexpensive, require no cutting of the wood and retain the loop securely.

In use, the arms are swung to a position approximately at right angles to each other, as in Fig. 1, and are locked there by placing the loop in engagement with one of the locking devices, as clearly shown in Fig. 1. The thills are raised to the required position and are supported there by placing the cross bar in engagement with the inner face of arm 16.

In order to prevent the possibility of arm 15 slipping forward in use, I preferably face the underside of arm 15 with a strip of leather, rubber or other suitable material, indicated by 21. This strip is in practice preferably doubled upon itself two or three times, more or less, as may be required, thereby forming simple and inexpensive yielding stops, indicated by 22, which engage the wagon spring, as shown in Fig. 1, and retain the device in place in use.

It should be understood that my novel support is equally adapted to support a pole. I have illustrated its application in supporting the thills of a simple form of single wagon. It is obvious, however, that the support is equally adapted for use upon single or double wagons provided with any form of running gear. When used upon a double wagon, the inner face of arm 16 is engaged by the cross bar of the pole in the same manner that I have shown it engaged with the cross bar of a pair of thills. Should the device require to be used upon a wagon having two springs placed transversely to the axle instead of a single spring placed longitudinally thereto, arm 15 would rest upon the axle or some other portion of the running gear and one of the stops would retain the device in place in precisely the same manner as in Fig. 1. By providing a plurality of locking devices for engagement by the loop, I insure an adjustment of arm 16 that will adapt it to any size and style of wagon.

The operation has been so fully described in describing the structure of the device that further description can hardly be required. It is sufficient for the purposes of this specification to say that in use arm 16 is swung away from arm 15, the latter is passed under the wagon body from the front, the end thereof being placed in engagement with the underside of the body, and one of the stops upon the underside thereof in engagement with the wagon spring or axle, the thills or pole lifted, the cross bar placed in engagement with the inner face of arm 16 and the arm locked in position to hold the thills or

pole at any required elevation by placing the loop in engagement with one of the locking devices in the outer face of arm 16.

Having thus described my invention I  
5 claim:

1. A thill support comprising arms hinged together as shown, one of said arms being provided with locking devices on its outer face, and a loop pivoted to the other arm  
10 and adapted to engage said locking devices so that a thill or pole cross bar placed in engagement with the inner face of the arm having locking devices may be retained at any required elevation.

2. A thill support comprising arms hinged 15 together as shown, one of said arms being provided with locking devices on its outer face, and a loop pivoted to the other arm and adapted to engage said locking devices, for the purpose set forth, and yielding stops 20 for retaining the device in place in use.

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

AUSTIN H. CHAMBERLAIN.

Witnesses:

A. M. WOOSTER,  
S. W. ATHERTON.