

(No Model.)

H. F. GODING.
THILL SUPPORT.

No. 555,505.

Patented Mar. 3, 1896.

Fig. 2

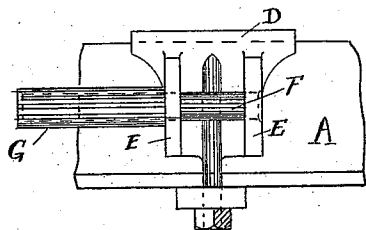


Fig. 3

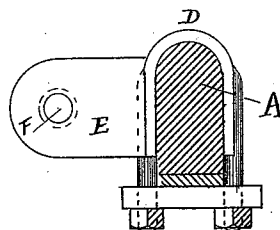
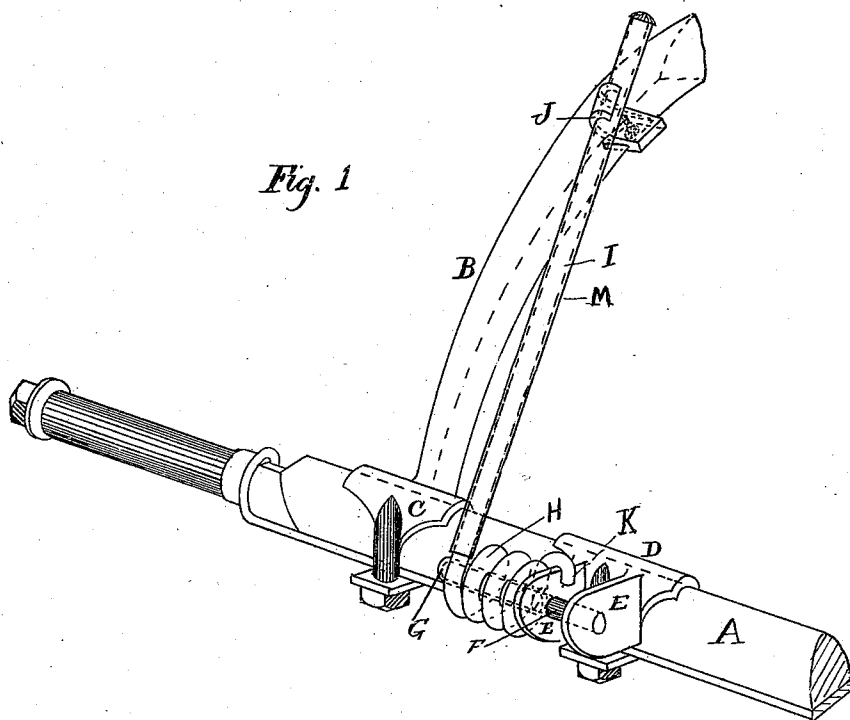


Fig. 1



Witnesses:
William Henry Clifford.
E. B. Gardner.

Inventor.

Henry F. Goding,
by Verrill & Clifford,
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UNITED STATES PATENT OFFICE.

HENRY FRANKLIN GODING, OF DEERING, MAINE.

THILL-SUPPORT.

SPECIFICATION forming part of Letters Patent No. 555,505, dated March 3, 1896.

Application filed July 11, 1895. Serial No. 555,607. (No model.)

To all whom it may concern:

Be it known that I, HENRY FRANKLIN GODING, a citizen of the United States of America, residing at Deering, in the county of Cumberland and State of Maine, have invented certain new and useful Improvements in Thill-Supporters; 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.

My invention relates to improvements in thill-supporters, and more particularly to thill-supporters adapted to support the thills yieldingly in about their normal position when attached to the horse.

It consists in a clip attached to the axle, ears on said clip, a rod mounted in said ears and projecting beyond one of them, and a thill-supporter composed of a coil of spring-wire adapted to surround said rod and to be removably secured to said clip, and the free end extending upwardly and adapted to loosely engage a lug on the thill.

It further consists in inclosing the free end of the thill-supporter in a metallic tube.

It further consists in certain details of construction, which will be hereinafter more fully described and specifically claimed.

In the drawings herewith accompanying and making a part of this application, Figure 1 is a perspective view of my improved thill-supporter as applied to the axle and thill. Fig. 2 is an elevation of the clip and supporting-rod, and Fig. 3 is a cross-sectional view of the same.

In said drawings, A represents an axle; B, the thill secured thereto by the usual coupling C.

Attached to the axle at one side of the coupling is a clip D having ears E, and mounted therein a suitable rod F, said rod extending through the ears on the side next to the thill. Said extended end G may be larger than the portion between the ears.

The thill-supporter consists of a coil H of spring-wire adapted to be placed over said part G and to be held in place thereon by having its end K turned down over the ear of said clip. The other end of said supporter extends upwardly along the side of the thill

and into engagement with a curved lug J attached to the thill. The end M of said supporter which extends upwardly, as aforesaid, is cased in a metallic tube I, which serves to prevent the same from bending at any point other than in the coil, where, of course, it will not be permanently bent. As the thill is raised and lowered the end of the supporter moves slightly up and down in said lug, it being free to move therein. To remove the supporter, it is only necessary to press downward and then sidewise on the end M. When released from said lug, it is turned back until the other end is disengaged from the ear F and then removed. To place it in position, first place the coil over rod G until the end L is directly over the clip; then turn it forward until it engages the clip, and then press down on end I until it is below the lug, and then sidewise until the rod is in the path of the lug. It will be seen that when thus in position it will hold the thill supported above the ground.

The advantages of my improved thill-supporter are that the horse can be backed between the thills without their being held up by hand. It need not be removed from the carriage, but may be readily removed, if desired. It is on the inside of the thill and does not disfigure the carriage. It holds the thills so that they do not interfere with the perfectly free movement of the horse, the thills being practically unsupported by the harness.

Having thus described my invention and its use, I claim—

1. The combination with the axle and thill of a carriage, said axle having a clip attached thereto and a rod mounted in said clip and extending beyond the same, and said thill having a lug secured thereto, of a removable thill-supporter consisting of a spring having a coil on one end adapted to be supported on the extended end of said rod, said coil terminating in a hook adapted to engage loosely the top edge of said clip, the free end of said supporter extending upwardly and being adapted to engage loosely and slide in said lug, substantially as and for the purposes set forth.

2. The combination, with the axle and thill of a carriage, of a supporting-rod attached to

the axle a lug secured to the thill and a thill-
supporter consisting of a spring having a coil
on one end adapted to be supported on said
rod, and its free end inclosed in a rigid me-
5 tallic reinforcing-tube and adapted to engage
loosely and slide in said lug, substantially as
and for the purposes set forth.

In testimony whereof I affix my signature,
in presence of two witnesses, this 8th day of
July, A. D. 1895.

HENRY FRANKLIN GODING.

Witnesses:

ELGIN C. VENILL,
NATHAN CLIFFORD.