(No Model.)

H. T. GREGG.

THILL OR POLE PROP FOR VEHICLES.

No. 485,843. Patented Nov. 8, 1892.

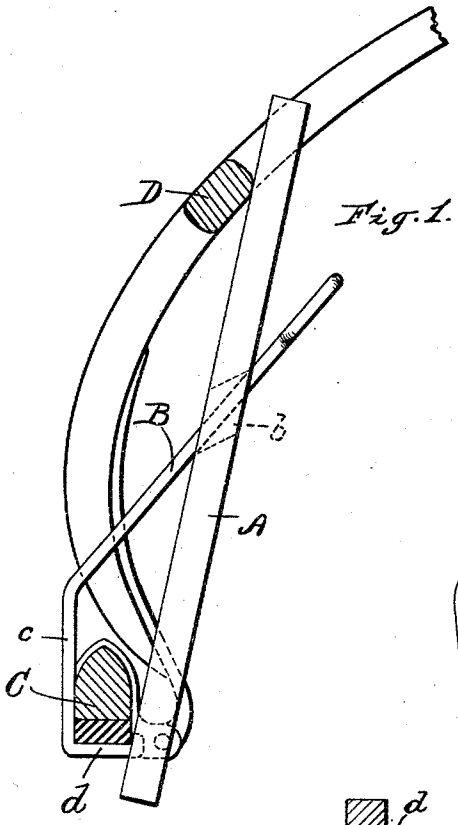

Fig. 1.

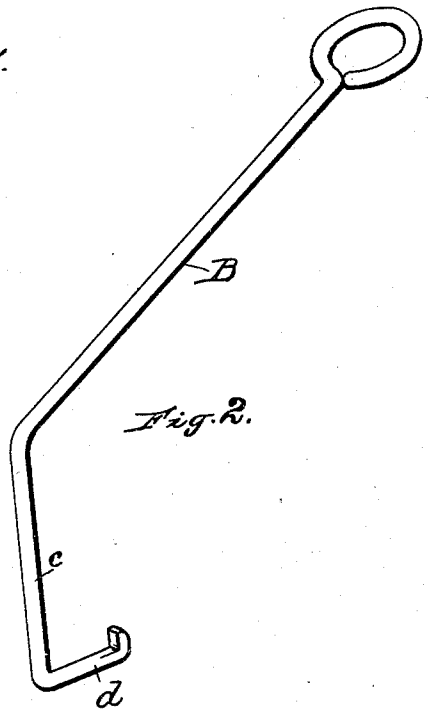

Fig. 2.

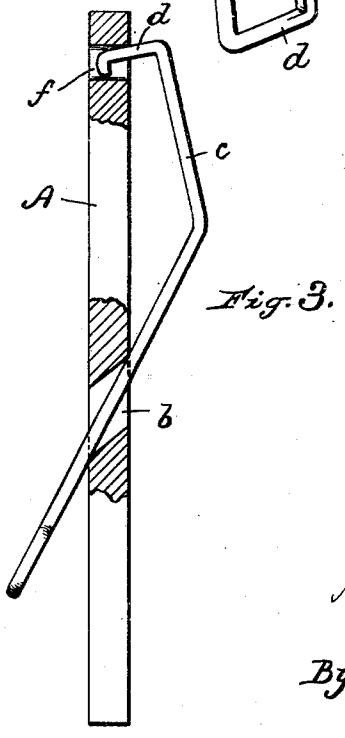

Fig. 3.

Witnesses,
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UNITED STATES PATENT OFFICE.

HENRY T. GREGG, OF MILWAUKEE, WISCONSIN.

THILL OR POLE PROP FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 485,843, dated November 8, 1892.

Application filed June 24, 1892. Serial No. 437,866. (No model.)

To all whom it may concern:

Be it known that I, HENRY T. GREGG, a citizen of the United States, and a resident of Milwaukee, in the county of Milwaukee, and in the State of Wisconsin, have invented certain new and useful Improvements in Pole or Thill Props; and I do hereby declare that the following is a full, clear, and exact description thereof.

My invention has for its object to provide a simple and convenient device for the purpose of supporting vehicle poles or thills when swung up out of the way; and it consists in certain peculiarities of construction and combination of parts, to be hereinafter described with reference to the accompanying drawings and subsequently claimed.

In the drawings, Figure 1 represents a side elevation of a thill or pole prop constructed according to my invention and in use; Fig. 2, a perspective view of a coupling-rod that constitutes part of my device; and Fig. 3, a side elevation, partly in section, of the prop out of use, the component parts thereof being folded together.

Referring by letter to the drawings, A represents a bar that is preferably of wood and provided with a slot *b* at a suitable point intermediate of its ends. Free in the bar-slot *b* is a metal rod B, having the inner portion *c* thereof bent at an obtuse angle to the remainder and terminated in a right-angle hook *d*, the outer end of said rod being preferably bent to form a ring-like handle. The bar A is also preferably provided adjacent to one of its ends with a recess or slot *f* for engagement with the hook *d* of the rod B when my device is not in use, and the parts being thus engaged, as shown in Fig. 3, said device may be hung on any suitable support.

In practice the hook portion of the rod is engaged with the front axle C of a vehicle and the bar A positioned to have its lower portion bear against the front of said axle, the upper portion of said bar being in opposition to the cross-piece D of a pole or pair of thills swung up out of the way, as shown in Fig. 1. The weight of the pole or thill holds the bar A tight against the axle C and binds it fast on the rod B as long as said weight is exerted, whereby it is possible to move the vehicle about from place to place without lowering said pole or thills.

If found desirable, those parts of my device that come in contact with the paintwork of a vehicle may be covered with leather or other suitable material to prevent chafing.

Having now described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A pole or thill prop comprising a bar having a slot therein intermediate of its ends and a bent rod that is free in the bar-slot and has a hook-shaped inner end, substantially as set forth.

2. A pole or thill prop comprising a bar having a slot therein intermediate of its ends, as well as another slot or recess adjacent to one of said ends, and a bent rod that is free in the primary bar-slot and has a hook-shaped inner end, the hook end of the rod being engaged with the secondary slot when the device is not in use to thereby provide for the suspension of said device on a suitable support, substantially as set forth.

3. A pole or thill prop comprising a bar having a slot therein intermediate of its ends and a rod that loosely engages the bar-slot and has a right-angled hook-shaped portion at an obtuse angle to the remainder, substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand, at Milwaukee, in the county of Milwaukee and State of Wisconsin, in the presence of two witnesses.

HENRY T. GREGG.

Witnesses:
N. E. OLIPHANT,
JOHN E. WILES.