T. H. SCHLARMANN.

THILL IRON.

APPLICATION FILED APR. 1, 1908.

957,107. Patented May 3, 1910.

Fig. 1.

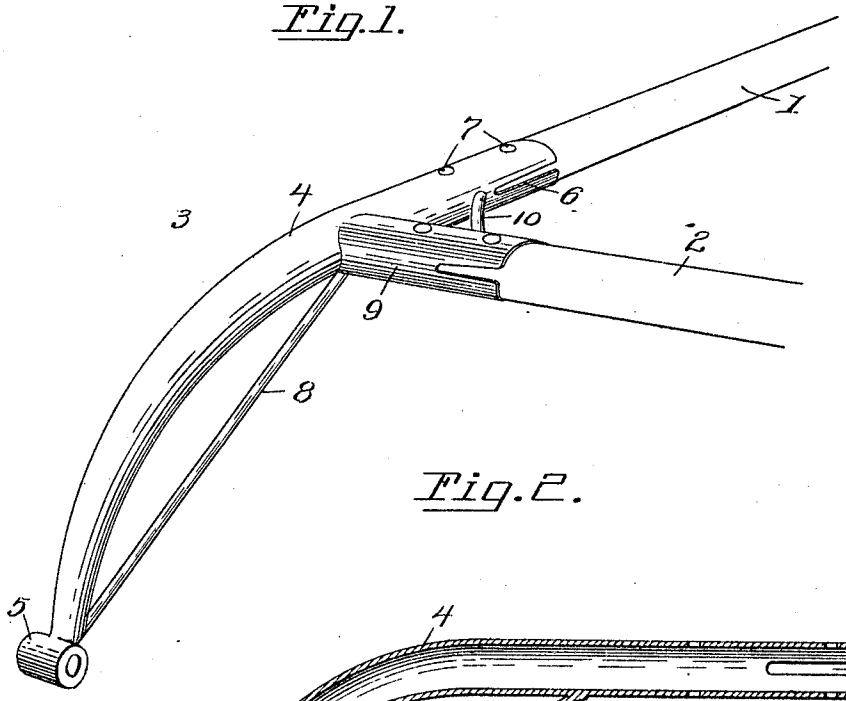


Fig. 2.

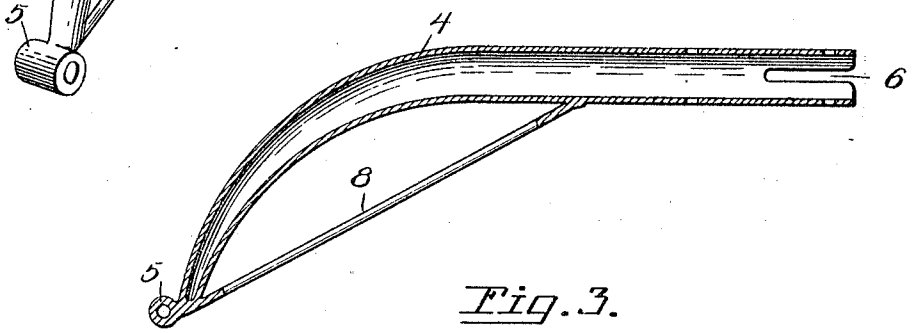
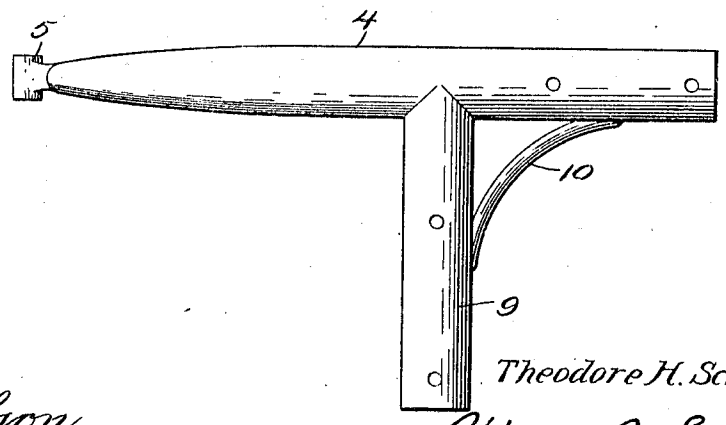


Fig. 3.



Witnesses

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UNITED STATES PATENT OFFICE.

THEODORE HY. SCHLARMANN, OF BREESE, ILLINOIS.

THILL-IRON.

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Application filed April 1, 1908. Serial No. 424,675.

To all whom it may concern:

Be it known that I, THEODORE H. SCHLARMANN, a citizen of the United States, residing at Breese, in the county of Clinton and State of Illinois, have invented new and useful Improvements in Thill-Irons, of which the following is a specification.

This invention relates to thill irons, and the object of the invention is to provide the construction of thill irons and to increase the strength, durability, and efficiency of thills and at the same time to cheapen the construction of the same by dispensing with the curved rear ends.

Another object of the invention is to provide a device of this character comprising a tubular member having an eye by which it is attached to the axle of the vehicle and a transverse socket adapted for the reception of the cross bar of the shafts, the tubular member being provided with an integrally formed brace connecting the body of the tubular member and the eye of the member, and being also provided with a brace between the socket and the tubular member, whereby great strength and rigidity is obtained.

With these and other objects in view the invention resides in the novel construction of thill irons, hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a perspective view of a portion of a thill and a cross bar provided with the thill iron constructed in accordance with the present invention. Fig. 2 is a central longitudinal sectional view of the tubular thill iron. Fig. 3 is a top plan view of the iron detached from the thill.

In the accompanying drawing the numeral 1 designates the thill or shaft and the numeral 2 designates the cross bar of the thill.

The numeral 3 designates the improved thill iron. This thill iron 3 comprises a tubular thill member 4, bent in the usual manner and provided with an eye 5 by which it is secured to the axle of a vehicle. The socket 4 has its outer free end provided with a longitudinal slit or cut away portion 6. The cut away portions 6 are provided upon each side of the extremity of the socket 4, and are adapted to provide the mouth of the socket with a resilient opening by which a thill may be inserted within the member. The member is provided with vertical openings adapted for the reception of retaining elements 7, by which the thill 1 is effectively secured in position upon the iron. The socket 4 is provided with an integrally formed brace 8, extending from the forward under face of the socket beneath the eye 5, to effectively support the bowed portion of the thill iron.

The socket 4 is provided with a transverse tubular member or socket 9. This member 9 is provided with longitudinal cut away portions near its free extremity to provide a resilient mouth for the reception of the cross bar 2. The member 9 is also provided with alining vertical openings adapted for the reception of retaining elements by which the cross bar 2 is effectively secured upon the member. The socket 4, forward of the member 9 and the member 9 are provided with a suitably arranged angular brace member 10, integrally formed with the member 9 and the socket 4.

From the above description, taken in connection with the accompanying drawings, it will be noted that this invention comprises a simple and efficient means for connecting a thill and cross bar with the thill iron, and that by constructing the thill iron as a tubular member and providing the mouth of the iron with slits to render the same resilient, as well as slitting the mouth of the offset for the cross bar to also render this member resilient, the thill 1 and the cross bar 2 may be readily inserted in position upon the iron. It will be further noted that by providing the braces 10 and 8 the offset member 9 is effectively braced in its connection with the member 4, and that the arc of the member 4 is effectively supported by the brace rod 8. It will be further seen that by disconnecting the retaining elements 7 connecting the thill or shaft and the retaining elements connecting the cross bar 2 that these members may be readily and quickly disconnected from the thill iron.

While the preferred embodiment of the invention is herewith illustrated and described, it is to be understood that minor details of construction may be resorted to within the scope of the following claim without departing from or sacrificing any of the spirit of the invention.

Having thus fully described the invention what is claimed as new is:

The herein described thill iron comprising a curved tubular member having a rounded

portion provided with a closed end having a transversely formed eye, the member having its open end slitted longitudinally at its opposite sides to provide compressible clamping portions, an integral truss brace member extending from the eye to the body of the tube, an integral transverse tubular socket member having its free end slitted at opposite sides to provide compressible clamping portions, and an integral brace connecting the socket with the outer end of the tubular member.

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

THEODORE HY. SCHLARMANN.

Witnesses:

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