

No. 738,121.

PATENTED SEPT. 1, 1903.

U. C. OBLOSSER.

THILL SUPPORT.

APPLICATION FILED JAN. 21, 1903.

NO MODEL.

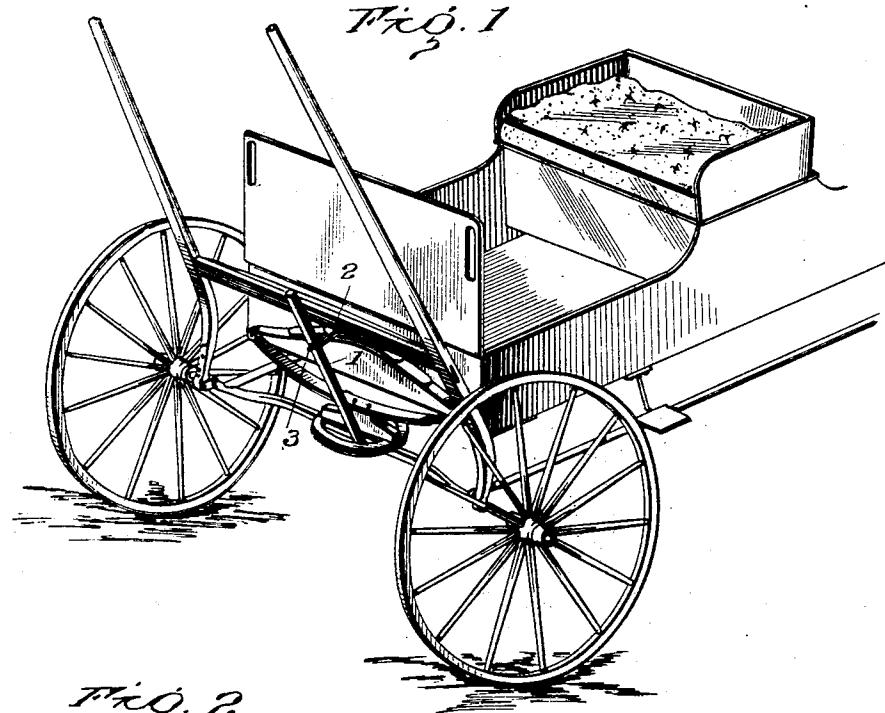
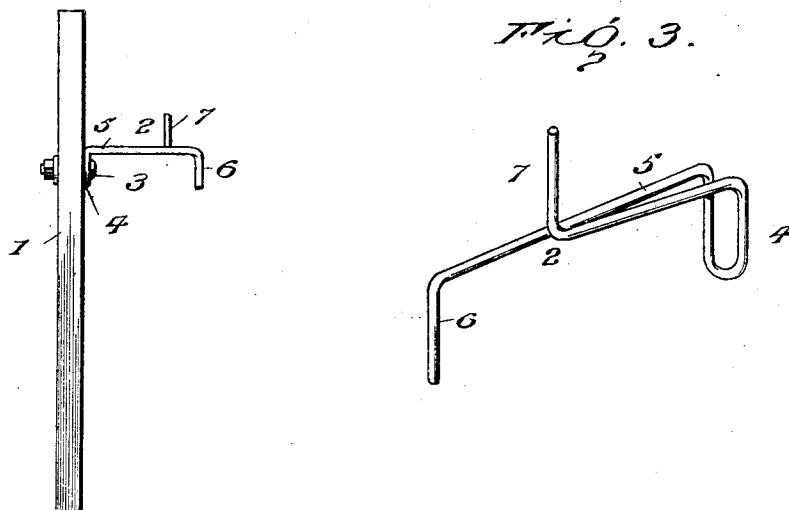


FIG. 2.



U.C. Oblosser
Inventor

Witnesses

J. J. Minie
Geo. Robt.

834

R. A. Blaney
Attny

UNITED STATES PATENT OFFICE.

ULYSSES C. OBLOSSER, OF MILLVILLE, PENNSYLVANIA, ASSIGNOR TO
SARAH M. OBLOSSER, OF MILLVILLE, PENNSYLVANIA.

THILL-SUPPORT.

SPECIFICATION forming part of Letters Patent No. 738,121, dated September 1, 1903.

Application filed January 21, 1903. Serial No. 139,998. (No model.)

To all whom it may concern:

Be it known that I, ULYSSES C. OBLOSSER, a citizen of the United States, residing at Millville, in the county of Columbia and State of Pennsylvania, have invented certain new and useful Improvements in Thill-Supports, of which the following is a specification.

The object of this invention is to devise novel means for holding the thills of a buggy or kindred vehicle up out of the way when not in use, being particularly designed for the style of wagons having the front support, bar, or spring, or both, in advance of the body, the thill-support being adapted to engage with either the upper or the lower member of said front support, as desired.

The invention consists of a bar and a holder adjustably connected with the bar, said holder comprising an attaching end, a shank and oppositely-extended engaging ends at different distances from the attaching end, said holder being preferably formed from a single length of stout wire bent into the shape substantially as hereinafter set forth.

For a full description of the invention and the merits thereof and also to acquire a knowledge of the details of construction of the means for effecting the result reference is to be had to the following description and drawings hereto attached.

While the essential and characteristic features of the invention are susceptible of modification, still the preferred embodiment of the invention is illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of the invention applied. Fig. 2 is a side view of the support. Fig. 3 is a perspective view of the holder.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

The support consists, essentially, of a bar 1 and holder 2, secured thereto by means of a bolt 3 or analogous fastening. The bar 1 is preferably of wood and the holder 2 of metal, the bar being of a length to make firm engagement with the vehicle and cross-bar of the thills. The holder comprises an attaching end 4, shank 5, and oppositely-extended engaging

ends 6 and 7. The shank 5 consists of separate members, the end portions of which are bent to form the parts 6 and 7, which are located at different distances from the attaching end 4, to make proper engagement with either the upper or the lower member of the front support of the vehicle. The holder in its construction is formed of a single length of stout wire doubled upon itself to form the attaching end 4 and having the folded portions bent to provide the members of the shank 5 and having the outer portions of the shank members rebent in opposite directions to form the engaging ends 6 and 7. The fold of the wire or metal blank provides the necessary space for the passage of the bolt or fastening 3 through the attaching end 4 and allows for the adjustable connection of the holder with the bar 1, whereby its position may be changed to meet any requirement. The holder is located nearer one end of the bar 1 than the other, thereby admitting of the bar being turned with either the short or the long arm uppermost, according as the holder is engaged with the upper or the lower member of the front support of the vehicle.

The vehicle illustrated is of the type having its front support in advance of the body and comprising an elliptical spring, either member of which is adapted to be engaged by the holder applied to the bar 1. When the support is in position, as shown in Fig. 1, its lower end comes in front of the forward axle of the vehicle and the cross-bar of the thills rests against the upper end of the bar 1, the holder engaging one or the other member of the vehicle-support, according as the long arm or the short arm of the bar 1 extends uppermost. One or the other of the engaging ends 6 and 7 engages over the member of the front spring or support determined upon and retains the bar 1 in place and the thills elevated, as indicated most clearly in Fig. 1.

Having thus described the invention, what is claimed as new is—

1. A thill-support comprising a bar and a holder applied thereto and having oppositely-extended engaging ends located at different distances from said bar, substantially as and for the purpose set forth.

2. A thill-support comprising a bar, a

holder comprising an attaching end and oppositely-extended engaging ends located at different distances from the attaching end, and means for connecting the holder with said bar, substantially as described.

3. A thill-support comprising a bar, and a holder applied to said bar and comprising a shank formed of separate members having their end portions bent in opposite directions to form engaging ends at different distances from said bar, substantially as set forth.

4. A thill-support comprising a bar and a

holder applied to said bar and consisting of an attaching end, oppositely-extended engaging ends at different distances from said attaching end, and a shank, said holder being formed of a single wire blank bent into the form substantially as shown

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

ULYSSES C. OBLOSSER. [L. S.]
Witnesses:

W. K. BEAGLE,
FRITZ GURICK.