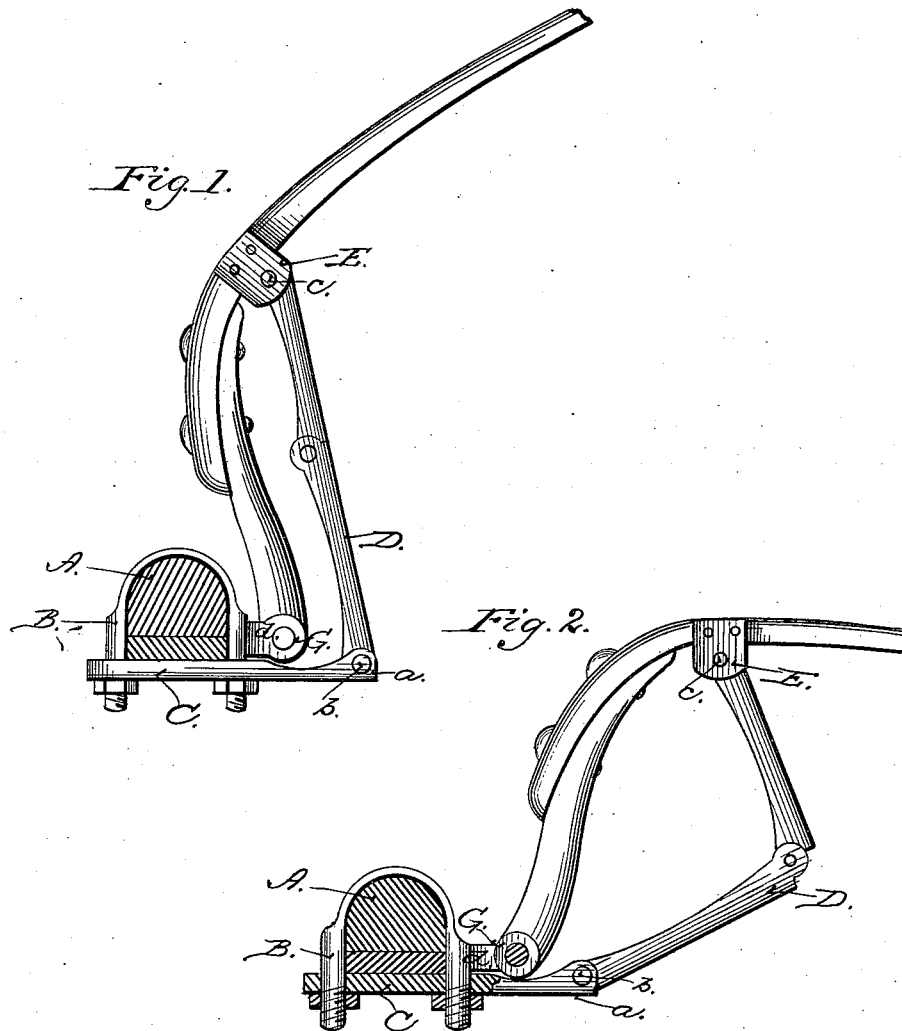


(No Model.)

J. V. REAMS.
THILL SUPPORT FOR VEHICLES.

No. 304,358.

Patented Sept. 2, 1884.



Witnesses:
Parker H. Sweet, Jr.
L. Fred. Keller.

Inventor:
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Att'y.

UNITED STATES PATENT OFFICE.

JOHN V. REAMS, OF BURLINGTON, KANSAS.

THILL-SUPPORT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 304,358, dated September 2, 1884.

Application filed April 15, 1884. (No model.)

To all whom it may concern:

Be it known that I, JOHN V. REAMS, a citizen of the United States, residing at Burlington, in the county of Coffey and State of Kansas, have invented certain new and useful Improvements in Thill-Holders; and I do 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, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification

My invention relates to improvements in thill-couplings for carriages, wagons, and like vehicles, the object being to provide a novel and simplified means for holding the thills in an upright position preparatory to hitching up or for storing the vehicle without damage to the thills; and my improvements consist, essentially, in the details of construction and general arrangement of parts, all as will be hereinafter fully described, and pointed out in the claim.

In the accompanying drawings, Figure 1 represents a side view of my invention as applied to the thills and coupling, showing the thills in a raised position; and Fig. 2, a similar view with the thills lowered.

Similar letters of reference indicate like parts in both figures.

Referring to the drawings, A represents the axle of the vehicle, and B the clip, the lower ends of which pass down through the openings in the plate C, and are secured by nuts, as in the usual manner.

To the front end of the plate C are provided ears *a*, between which is secured the lower end of the knuckle-jointed elbow D by means of a small bolt, *b*.

To the top of the elbow D is pivoted a clasp, E, the sides of which extend over the sides of the thill F, to which it is secured by means of a small pin or bolt, *c*. The eye-piece G of the thill fits between the ears *d* of the clip B, and is secured in place by a bolt, as in the usual manner.

The construction of my invention being as described, it will be observed that to hold the thills in an upright position against the dashboard of the vehicle it is only necessary to straighten out the knuckle-joint lever D, as fully shown in Fig. 1, and to lower the said thills the knuckle-joint is bent forward and downward, as shown in Fig. 2.

My invention is adapted to be readily applied to the thill-couplings of any vehicle without any change whatever, except to dispense with the usual tie-plate and substitute the plate C of my improvements in place thereof.

A small piece of rubber may be placed between each joint, if deemed desirable, to prevent the device from rattling when in operation.

I am aware of Patent No. 280,942, granted July 10, 1883, and do not therefore desire to claim, broadly, the principle shown therein; but,

Having thus described my invention, what I claim as new and useful is—

The knuckle-jointed elbow D, having clasp E, in combination with the thill F, plate C, clip B, and axle A, substantially as and for the purpose specified.

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

JOHN V. REAMS.

Witnesses:

ORSON KENT,
J. M. LANE.