T. V. WILLIAMS.

SHAFT HOLDER.

APPLICATION FILED FEB. 25, 1911.

1,050,413. Patented Jan. 14, 1913.

FIG. 1.

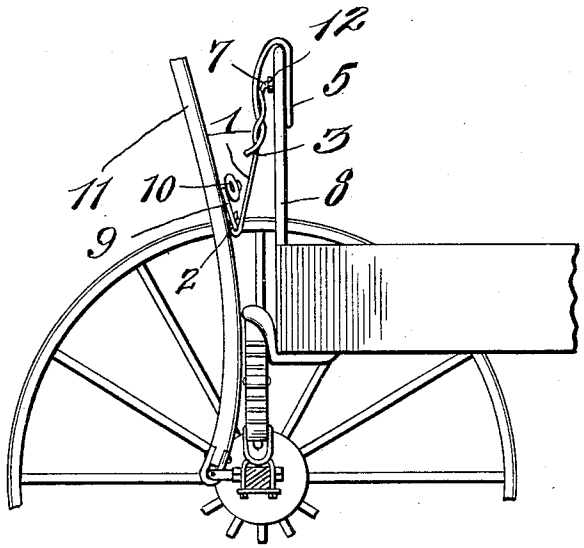
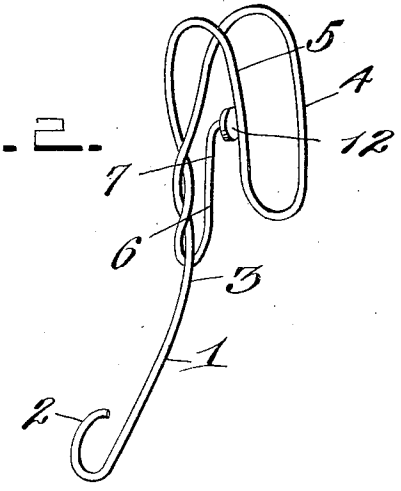


FIG. 2.



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UNITED STATES PATENT OFFICE.

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SHAFT-HOLDER.

1,050,413. Specification of Letters Patent. **Patented Jan. 14, 1913.**

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To all whom it may concern:

Be it known that I, THEODORE V. WILLIAMS, a citizen of the United States, residing at Greer, in the county of Greenville and State of South Carolina, have invented certain new and useful Improvements in Shaft-Holders, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to new and useful improvements in devices used on carriages and wagons, and more particularly to a device used for holding the shafts thereof in elevation, and my object is to provide a device of this character formed of a single strand of material.

A further object is to provide a shaft holder having open hooks formed at its ends and provided with an additional locking member coöperating with one of the hooks thereof.

A still further object is to provide an improved means for forming one of the hooks and the locking member coöperating therewith.

With these and other objects in view, my invention consists of the novel features of construction, combination and arrangement of parts as will be hereinafter referred to and more particularly pointed out in the specification and claims.

In the accompanying drawing, forming part of this application, Figure 1 is a side elevation, showing my improved shaft holder applied to use; and Fig. 2 is an enlarged detail perspective view of the holder.

In describing my invention, I shall refer to the drawing, in which similar reference characters designate corresponding parts throughout the several views, and in which—

1 indicates the body portion of wire curved upwardly at its lower end to form a small open hook 2, said body portion being bent about centrally, as at 3, the upper portion of said body 1, beyond the bend, being inclined at an angle to the vertical plane thereof and having the upper extremity bent downwardly, and thence upwardly to form the outer arms 4 and 5, respectively, of a hook. Continuing from the formation of the arm 5 of the hook, the wire is bent downwardly and is wrapped twice around the body portion 1, immediately above the point 3 therein, said wire being then brought upwardly, as at 6, and bent outwardly at its other extremity between the arms 4 and 5 to form a substantial locking member 7, the purpose of which will be hereinafter described.

This device is adapted to be applied to the dashboard 8 of any vehicle, either carriage or wagon, so that the arms 4 and 5 of the enlarged hook engage the inner face, and the body portion of the device extends on the outer face thereof. A ring or the like 9 is provided immediately below the swingletree 10 on the pivot bolt therefor, so that when the shafts are not in use the same may be held in elevation by merely raising the same upwardly and engaging said ring 9 with the hook 2. To prevent the holder becoming loosened from the dashboard the spring locking member 7 is provided to extend upwardly between the arms 4 and 5 of the hook, and is adapted to engage with considerable pressure the outer face of the dashboard 8 when the arms 4 and 5 of the hook engage the inner face thereof.

In order to prevent the varnish and paint from being removed from the dash-board as the locking member 7 engages the same, I provide said locking member on its engaging face with a cushioning material 12. If desired, the engaging faces of the arms 4 and 5 may also be provided with such cushioning material, whereby it will be seen that throughout the movement of the holder on the dashboard, no damage will be done thereto, so far as removal of the varnish and paint is concerned. It will also be appreciated that in view of this locking member the shaft holder may be allowed to remain on the dashboard while the shafts are in use without any danger of the same becoming casually displaced, and as said holder is of comparatively small size, the same will not mar the appearance of the vehicle. It will further be seen that I have provided an improved hook formed from one end of the body portion of the wire, and it will still further be appreciated that in view of the simple construction of the device the same may be manufactured at an extremely low cost.

What I claim is:

1. A shaft holder formed of a single strand, comprising a body portion having a single hook formed at one end thereof, the opposite end of the body portion being bent

downwardly and thence upwardly to form arms of a double hook, and a spring locking member formed from the continuation of one of the arms of said double hook adapted to coöperate with the same in retaining the device on a vehicle.

2. A shaft holder formed of a single strand of wire, comprising a body portion having the lower end thereof bent to form a hook, the upper end of said body portion being bent downwardly and then upwardly to form arms of a double hook, the wire being thence continued from the last formed arm and wrapped about said body portion and extended upwardly in close proximity to said arms to form a locking member, said locking member being adapted to coöperate with the arms of said hook in retaining the device on a vehicle.

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

THEODORE V. WILLIAMS.

Witnesses:
J. E. BROCKMAN,
J. B. GARREN.