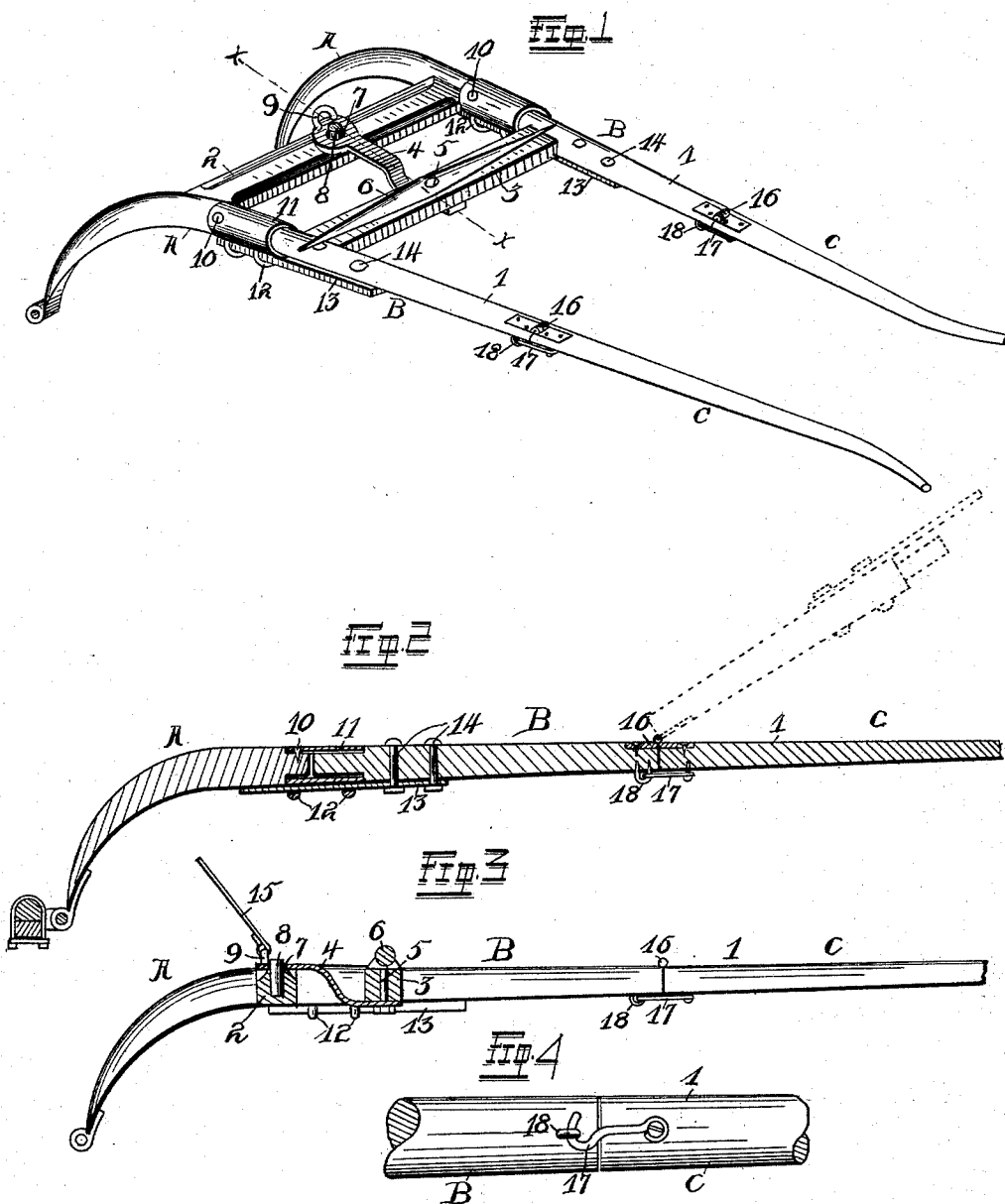


(No Model.)

W. J. POHRER.
SECTIONAL VEHICLE SHAFTS.

No. 483,474.

Patented Sept. 27, 1892.



Witnesses
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UNITED STATES PATENT OFFICE.

WILLIAM J. POHRER, OF ST. LOUIS, MISSOURI.

SECTIONAL VEHICLE-SHAFT.

SPECIFICATION forming part of Letters Patent No. 483,474, dated September 27, 1892.

Application filed May 2, 1892. Serial No. 431,447. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM J. POHRER, of the city of St. Louis and State of Missouri, have invented certain new and useful Improvements in Sectional Vehicle-Shafts, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention relates to improvements in vehicle-shafts, or, more specifically, safety devices therefor; and it consists in the novel arrangement and combination of parts, as will be more fully hereinafter described, and designated in the claims.

In the drawings, Figure 1 is a perspective view of my complete invention. Fig. 2 is a longitudinal section of one of the shafts with parts broken away, especially designed to show the trisectional construction of the device. Fig. 3 is a cross-section taken on the line $x x$ of Fig. 1. Fig. 4 is a view of a portion of the shaft, showing the manner of securing the sections thereof together.

The object of my invention is to improve upon a device shown and described in my application filed March 28, 1892, Serial No. 426,795.

The improvement consists in the device used to connect several sections of the shaft together in order that one of the rear sections can be folded over the animal's back.

Referring to the drawings, 1 indicates the shafts, which are similar in construction and exact duplicates of each other. The said shaft 1 is composed of three sections, the rear section A, the middle section B, and the front or outer section C, or, in other words, the shaft is trisectional. The rear sections A are secured the front axle of the vehicle in any well-known and desirable manner and are connected together by means of a cross-piece 2 made of wood or any other suitable material. The middle sections B are secured or fastened together by means of a cross-piece 3 in any suitable and mechanical manner. Secured to the center of said cross-piece 3 is an elastic spring-plate 4, secured to the cross-piece 3 by means of a bolt 5, said bolt also serving to secure to the cross-piece 3 a single-tree 6, which is of a usual construction and employed for the usual purpose. Said spring-

plate 4 is approximately S-shaped and near its opposite end is a perforation 7, into which snugly fits a pin 8, secured in the cross-piece 2; also, mounted upon or formed with said spring-plate is a hook or eyebolt 9 for the purpose more fully hereinafter described. Said spring-plate is held over the pin 8 by the elasticity of the same.

Mounted on the sections A of the shafts and secured thereto by means of pins 10 are cylindrical sleeves or collars 11. Said sleeves 11 are securely and substantially fastened to the sections A.

12 indicates eyes or staples which are secured to or cast integrally with the sleeves 11, for the purpose more fully hereinafter described.

Secured to the lower surfaces of the sections B and projecting a relative distance beyond the rear ends of the same are plates 13, the rear ends of which are adapted to pass through and snugly fit in the eyes 12, as illustrated in Fig. 1. Said plates are secured to the sections B by means of bolts 14. (See Fig. 2 for illustration.)

Secured in the ring or eyebolt 9 is a rope, wire, chain, or strap 15, which may be manipulated by the driver.

Connecting the sections B and C of the shafts are hinges 16, said hinges being of any ordinary and desirable construction. Said hinges are sunk below the surface of the shafts, so as to make a perfectly even and flush surface. On the under side of said shafts are secured means for fastening same, consisting of a hook 17, secured to one section, and an eyebolt or staple 18 in the other.

Having given a mechanical description of the construction of my invention, as well as briefly stated the object of my improvements, I will now proceed to describe the operation of same.

The shafts are made and put together as described and secured to any desirable vehicle. The animal hitched in the shafts becomes frightened and starts to run, so the driver to prevent the destruction of the vehicle pulls on the strap 15, thus releasing the spring-plate from its adjustable fastening to the cross-piece 2 and allowing the sections B and C to slide out of the sleeves 11 on the

sections A, thus permitting the animal to run away and allowing the vehicle to be stopped.

Under ordinary circumstances, when it is desired to remove the animal from the vehicle by the use of this device it is unnecessary to unhitch the horse. By releasing the sections B and C from the rear sections A in a manner before described the animal is detached from the vehicle. In order to place the section B in a position so as not to interfere with the animal or under any other circumstances, it is only necessary to release the hook 17 from its fastening in the staple 18 and move in an upward position over the animal's back, as shown by the dotted lines in Fig. 2.

Having fully described my invention, what I claim is—

1. As an improvement in sectional vehicle-

shafts, the combination, with rear sections, 2c of forward members detachable therefrom and comprising each two hinged sections, substantially as and for the purpose set forth.

2. As an improvement in sectional vehicle-shafts, the combination, with the rear sections 25 A, of forward members detachably connected therewith and comprising each two sections B and C hinged together, the sections B being adapted to be folded forwardly over the sections C, substantially as and for the purpose 30 set forth.

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

WILLIAM J. POHRER.

Witnesses:

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