

(No Model.)

C. H. BAKER.
SHAFT SUPPORT FOR BUGGIES.

No. 464,488.

Patented Dec. 8, 1891.

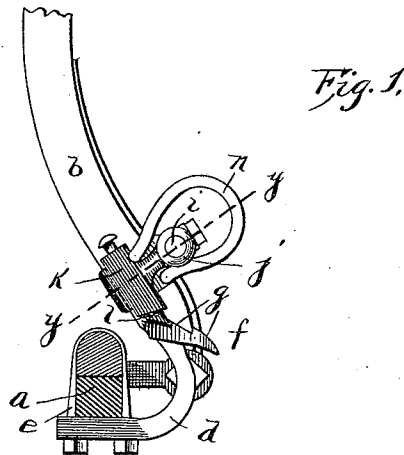


Fig. 1.

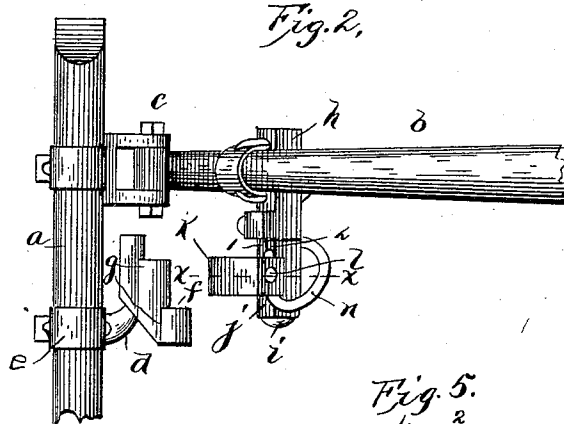


Fig. 2.



Fig. 3.

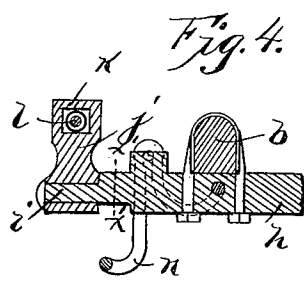


Fig. 4.

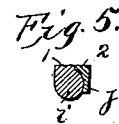


Fig. 5.

WITNESSES:

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SHAFT-SUPPORT FOR BUGGIES.

SPECIFICATION forming part of Letters Patent No. 464,488, dated December 8, 1891.

Application filed February 26, 1891. Serial No. 382,879. (No model.)

To all whom it may concern:

Be it known that I, CHARLES H. BAKER, of the city of Wabash, in the county of Wabash and State of Indiana, have invented certain new and useful Improvements in Buggy-Shaft Holders; and I do hereby declare that the following is a full, clear, and exact description of the invention, which 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 part of this specification.

This invention relates to certain improvements in vehicle shaft holders or supports, the object of the invention being to provide an improved vehicle-shaft holder simple, cheap, and durable in construction, and composed of a minimum number of parts, whereby the shaft can be retained in an upright position by being merely swung up to this position. These objects are accomplished by and my invention consists in certain novel features of construction and in combinations of parts more fully described hereinafter, and particularly pointed out in the claims.

Referring to the accompanying drawings, Figure 1 is a section through a vehicle-axle, showing the present attachments and portion of the shaft in elevation. Fig. 2 is a top plan. Figs. 3 and 4 are sections on the lines $x x$ and $y y$, respectively. Fig. 5 is a cross-sectional view on line $x' x'$, Fig. 4.

In the drawings, reference-letter a indicates the front axle of the vehicle, a portion being here shown.

b is one of the vehicle-shafts, a portion only being shown, and c is the suitable coupling between the shaft and axle.

A suitable strong metal arm or bracket d at its lower end is clamped by clip e to the axle, as shown, and said bracket extends forwardly from the axle and then upwardly a suitable distance, and upon its upper side is provided with a suitable series of horizontally-arranged steps f , each step being beveled upwardly and rearwardly and terminating in a shoulder g . It should be observed that these shoulders are arranged in a horizontal series, one in advance of the other and to one side of the same, so that the locking-bolt carried by the shaft would hold the shaft

at various heights when engaging different shoulders. A block h is clipped securely to the end side of the shaft and is provided with the bearing-arm i , extending laterally therefrom in front of said bracket secured to the axle. A swinging block j at its lower end is mounted upon said lateral journal i , to rock vertically thereon, and at its opposite end is provided with an elongated socket k , arranged at right angles to said lower bearing j , and the movable spring-bolt l is located in said socket and is provided with the beveled outer end to strike and engage the beveled surfaces and shoulders of the locking-bracket, before described, carried by the axle. The swinging socket or block carried by the shaft is provided with a stop 2 , moving therewith and arranged in juxtaposition to a stationary stop 1 , formed on journal i , which stops limit the swing of said bearing-socket in one direction, while it is free to swing in the opposite direction upon the journal j , and the stiff spring n , suitably secured, engages the rear end of the socket k , thus holding said socket-block in its normal position, so that when the shaft is swung up the spring-bolt will engage and slip over one of said beveled surfaces of the locking-bracket carried by the axle and will engage the shoulder thereof, thereby locking and holding the shaft in raised position. When it is desired to lower the shaft, it is merely necessary to pull the same down, and the force exerted will cause the socket-block to be rocked upward against tension of its stiff spring, so that its locking-bolt will slide off of the locking-shoulder engaging the same.

The spring n should be stiff and strong enough to support the weight of the shafts. The locking-bracket of the axle can be shifted laterally, so that different shoulders can engage and lock the bolt carried by the shafts, whereby the shafts can be supported at different heights.

The great simplicity, durability, and effectiveness of the present device are obvious.

It is evident that various changes might be made in the form and arrangement of the parts described without departing from the spirit and scope of my invention. Hence I do not wish to limit myself to the precise construction herein set forth; but

What I claim is—

1. The combination of a shoulder or projection on the axle, the shaft having a lateral block or journal mounted thereon, carrying
5 a spring-bolt adapted to engage the shoulder or projection on the axle, said block having a rocking movement for the purpose set forth, and a spring to hold it in its normal position.
2. The combination, with a locking-bolt carried by a shaft, of the arm clipped or otherwise clamped to the axle and extending forwardly and upwardly therefrom and upon
10 its upper end provided with a horizontal series of locking-shoulders, said series of shoulders extending laterally and rearwardly, substantially as described.
3. In combination, the axle, the bracket

clamped thereto and having a locking shoulder or projection on its upper end, the shaft having a journal-arm secured to and extending laterally therefrom, the block mounted
20 to rock on said journal, having a transverse socket, the spring-bolt movable in said socket to engage said locking shoulder or projection, and the stiff spring and stops to hold said
25 block in its normal position, substantially as described.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

CHARLES H. BAKER.

Witnesses:

JOHN H. DICKEN,
WILL F. SCOTT.