

(No Model.)

J. F. PACE.
SHAFT SUPPORT.

No. 298,495.

Patented May 13, 1884.

Fig. 1.

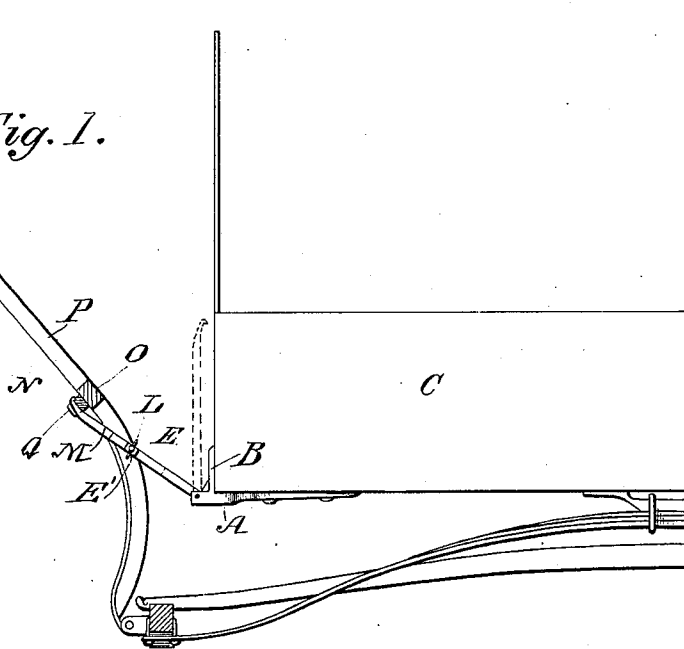


Fig. 2.

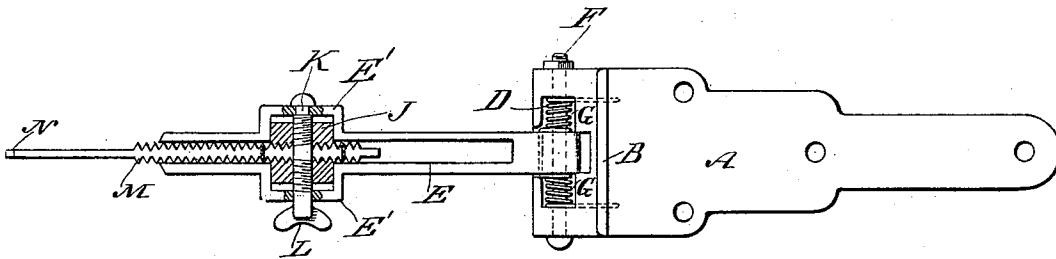
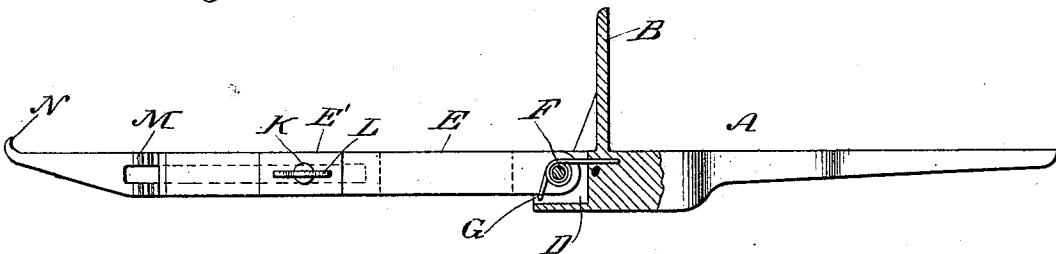


Fig. 3.



WITNESSES:

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JAMES F. PACE, OF ARCADIA, LOUISIANA.

SHAFT-SUPPORT.

SPECIFICATION forming part of Letters Patent No. 298,495, dated May 13, 1884.

Application filed November 16, 1883. (No model.)

To all whom it may concern:

Be it known that I, JAMES F. PACE, of Arcadia, in the parish of Bienville and State of Louisiana, have invented a new and Improved Shaft-Support, of which the following is a full, clear, and exact description.

The object of my invention is to provide a new and improved attachment to vehicles, for the purpose of holding the shafts or thills raised when not in use.

The invention consists in a bar or fork pivoted to the front of the vehicle and pressed upward by a spring, which bar presses against the cross-bar of the shafts and holds the shafts raised.

The invention also consists in various parts and details, as will be fully described and set forth hereinafter.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a side view of the front part of the vehicle provided with my improved shaft-support, parts being shown in section. Fig. 2 is a plan view of the support, parts being shown in section. Fig. 3 is a side view of the support, parts being shown in section.

A plate or casting, A, is provided near one end with a standard, B, adapted to be fastened to the front or dash-board of a vehicle-box, C, the plate A being secured to the bottom of the box. The plate A is provided at its front end with a recess, D, in its top, which recess is adapted to receive the end of a fork, E, and a bolt, F, passed transversely through the plate A and through the end of the fork E, around which bolt a powerful spring, G, is coiled, which passes under the fork E, and has its ends secured in the plate A, which spring forces the fork E upward. Each shank of the fork E is provided with a bend, E', forming a recess for receiving blocks or clamp-plates J, which plates J have their adjoining surfaces serrated transversely. A right-and-left-hand screw, K, is passed through the blocks or plates J, and is provided at one end with wings L, which screw is held to turn in the bends E' of the shanks of the fork E. Between the plates J a longitudinally-slotted bar, M, is held, which has serrations on both sides, and through the

slot of which bar the screw K passes. At its free end the bar M is provided with an upwardly-projecting hook, N. On the under side of the cross-bar O, uniting the shafts P, a notched plate, Q, is held, which is adapted to receive the hook N. The bar M is adjusted in length until its hook N can pass into the notch of the plate Q, and is then clamped and held in place between the plates J. The bar M and the fork E are swung down, the shafts are raised, and the hooked end of the bar M is permitted to pass into the notch of the plate Q. The bar M and the fork E are swung upward by the spring G, and are pressed upward by the same, and thus hold the shafts raised, as shown in full lines in Fig. 1.

When the support is not in use, it is held in a vertical position in front of the dash-board. (Shown in dotted lines in Fig. 1.)

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

1. A shaft-support made substantially as herein shown and described, and consisting of a bar pivoted to the front of the vehicle body or box, and pressed upward by a spring, as set forth.

2. In a shaft-support, the combination, with a plate adapted to be fastened to the front of the vehicle body or box, of a fork or plate pivoted to the plate on the wagon-box, a spring for pressing the fork up, and of a bar held adjustably in the said fork or plate, substantially as herein shown and described.

3. In a shaft-support, the combination, with a plate adapted to be fastened on the front of the wagon-box, of a fork pivoted to the said plate, a bar held adjustably in the fork, a spring for pressing the fork upward, and a notched plate on the cross-bar uniting the shafts, substantially as herein shown and described.

4. In a shaft-support, the combination, with the plate A, of the fork E, pivoted to the same, the spring G, for pressing the fork upward, the serrated plates J, held in the fork, the serrated bar M, and suitable devices for clamping said bar, held between the plates J, substantially as herein shown and described.

5. In a shaft-support, the combination, with the plate A, of the fork E, the spring G, the serrated clamp-plates J, the screw K, and the

longitudinally-slotted serrated bar M, substantially as herein shown and described.

6. In a shaft-support, the combination, with the plate A, having a standard, B, of the fork E, pivoted to the plate A, spiral spring G, passed under the fork E, and having its end recessed in the plate A, substantially as herein shown and described.

7. In a shaft-support, the combination, with the plate A, of a fork or bar pivoted to the same, and of a spiral spring passed under the fork or bar to press or swing it upward, which spring has its ends secured in the plate A, substantially as herein shown and described.

8. In a shaft-support, the combination, with

the plate A, having a recess, D, of the fork E, the bolt F, the spring G, the clamp-plates J, the bar M, having a hook, N, and the screw K, substantially as herein shown and described.

9. In a shaft-support, the combination, with the plate A, of the fork E, pivoted to the same, which fork has a bend, E', in each shank, the clamp-plates J, held within the bends E', the longitudinally-slotted bar M, and of the screw K, substantially as herein shown and described.

JAS. F. PACE.

Witnesses:

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