

(No Model.)

J. F. PACE.

SHAFT SUPPORT.

No. 298,495.

Patented May 13, 1884.

Fig. 1.

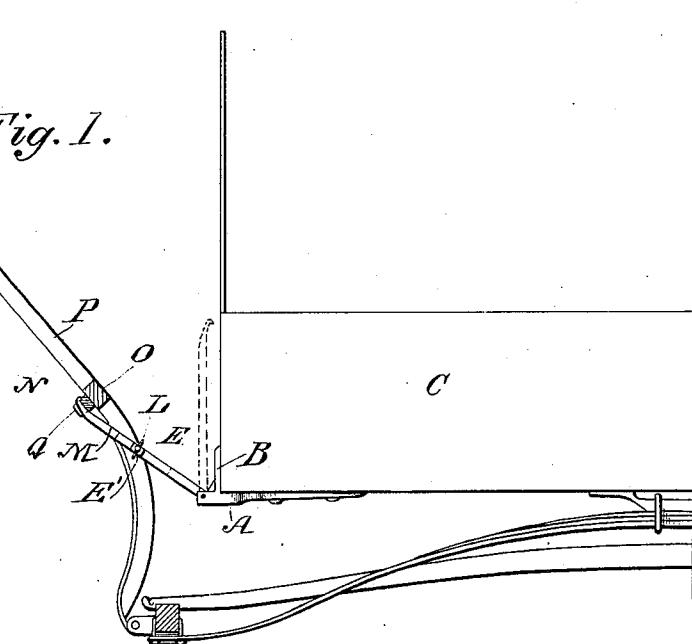


Fig. 2.

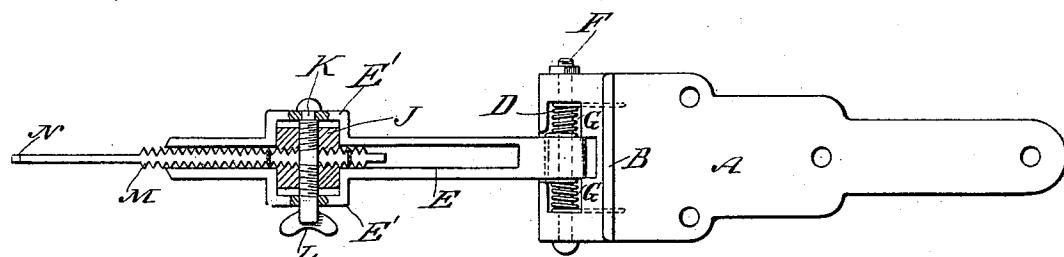
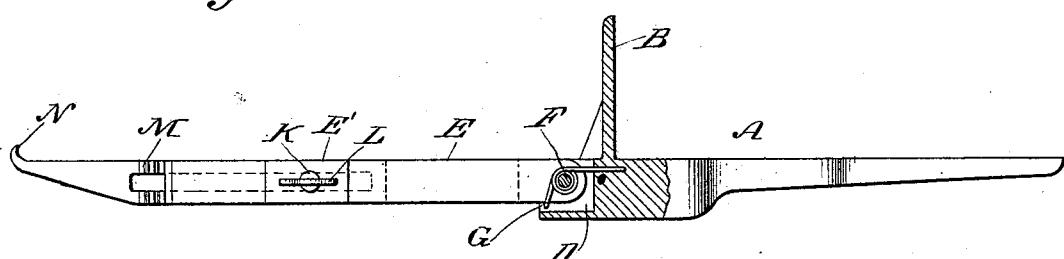


Fig. 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

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 Ar-
cadia, 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 piv-
oted to the front of the vehicle and pressed up-
ward 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 cor-
responding 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 sup-
port, 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 se-
cured 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 up-
wardly-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 up-
ward 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 piv-
oted to the plate on the wagon-box, a spring
for pressing the fork up, and of a bar held ad-
justably 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, sub-
stantially 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.

15 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. 20 25

JAS. F. PACE.

Witnesses:

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S. S. CAVIKER.