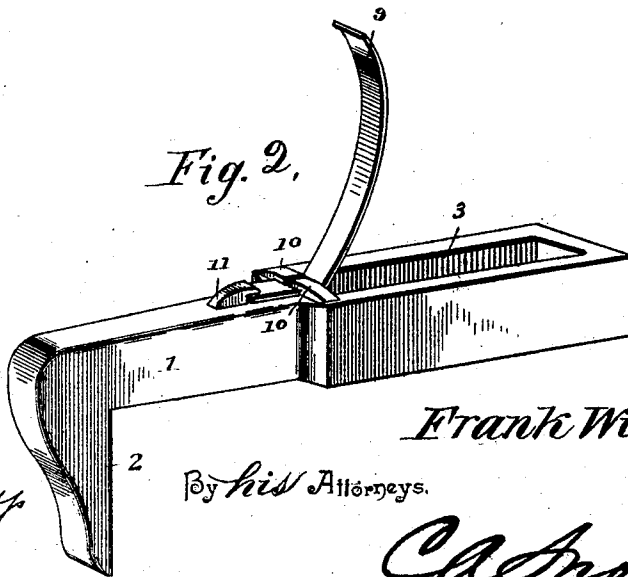
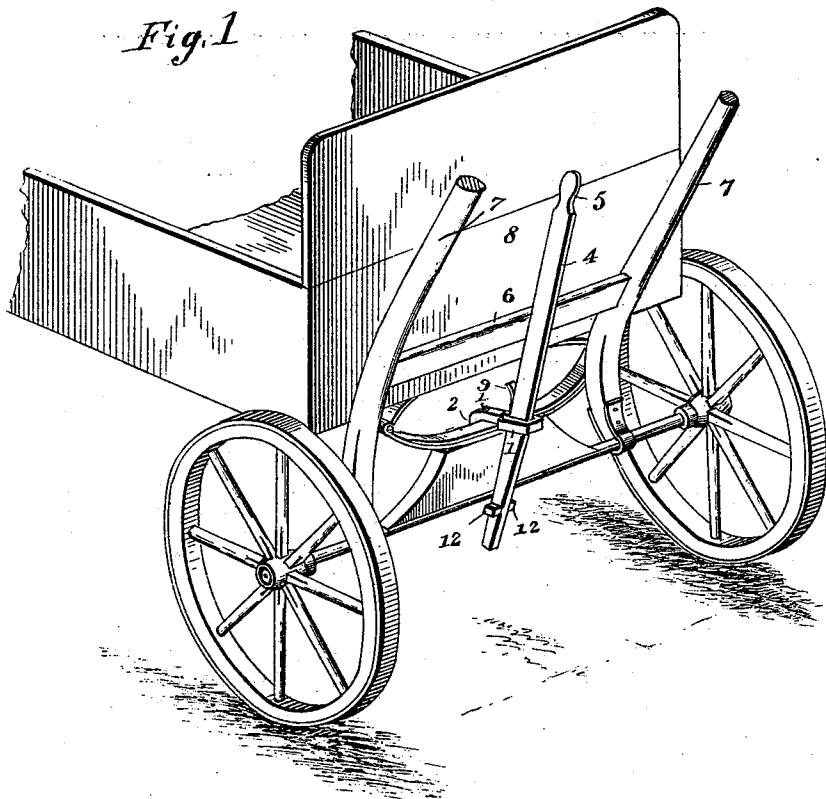


(No Model.)

F. WIETING.
WAGON SHAFT HOLDER.

No. 505,891.

Patented Oct. 3, 1893.



Witnesses

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FRANK WIETING, OF COBLESKILL, NEW YORK.

WAGON-SHAFT HOLDER.

SPECIFICATION forming part of Letters Patent No. 505,891, dated October 3, 1893.

Application filed May 26, 1893. Serial No. 475,629. (No model.)

To all whom it may concern:

Be it known that I, FRANK WIETING, a citizen of the United States, residing at Cobleskill, in the county of Schoharie and State of New York, have invented a new and useful Wagon-Shaft Holder, of which the following is a specification.

This invention relates to improvements in wagon shaft holders.

The object of the present invention is to provide a simple and inexpensive device adapted to be quickly and conveniently applied to a vehicle for holding the shafts thereof in an elevated position while the vehicle is not in use, in order that the shafts may not take up any appreciable space in a stable or shed.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings: Figure 1 is a perspective view showing a shaft holder constructed in accordance with this invention and applied in operative position to a vehicle. Fig. 2 is detail perspective view of the hook.

Similar numerals of reference indicate corresponding parts in both the figures of the drawings.

1 designates a hook, constructed of metal and having a straight point 2, to take over the front axle of a vehicle, and provided in its shank, which extends forward, with an opening 3, receiving a locking-bar 4. The locking-bar has its upper end shaped into a handle 5, and it tapers from an intermediate point to its lower end and is adapted to be placed in front of the cross-bar 6, of shafts 7, of a vehicle 8, to hold the shafts in elevated position. The tapering locking-bar readily enters the opening 3 of the shank of the hook and impinges against the front wall of the opening at the top thereof, and the rear wall of the opening at the bottom, assuming an inclined position and automatically adjusting itself in the opening of the shank of the hook. The hook is provided with an upwardly and forwardly extending curved spring 9, which presents a convex surface to the rear edge of the locking-bar

and engages the same above the hook to hold the locking-bar in an inclined position. The spring may be formed integral with the shank of the hook, but is preferably separately constructed and secured thereto by integral lugs 10 and 11, and it serves to hold the locking-bar firmly in its inclined position and permits the same to be readily withdrawn from the opening of the hook sufficiently to disengage and lower the shafts. The hook is retained on the locking-bar by stop-blocks 12, which are secured to opposite sides of the locking-bar to prevent the hook from getting lost.

It will be apparent that the device is simple, inexpensive, strong and durable, that it may be quickly applied in operative position to hold the shafts or pole of a vehicle elevated, and that the locking-bar will automatically adjust itself in the opening of the shank.

Changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

What I claim is—

1. A shaft holder comprising a hook for engaging the front axle of a vehicle, provided in its shank with an opening, and a tapering locking-bar fitting in the opening and adapted to engage the shank at the top of the front wall of the opening and the bottom of the rear wall, substantially as described.

2. A shaft holder comprising a hook provided in its shank with an opening, a locking-bar arranged in the opening and being inclined, and a spring for holding the locking-bar in the opening, substantially as described.

3. A shaft support comprising a hook having a forwardly-extending shank and provided therein with an opening and having at its upper side a forwardly and upwardly extending curved spring arranged at the inner end of the opening and presenting a front convex surface, and a tapering locking-bar arranged in the opening of the hook, substantially as described.

4. A shaft holder comprising a hook having a forwardly-extending shank and adapt-

ed to engage the front axle of a vehicle and
provided in its shank with an opening, and a
locking-bar arranged in the opening of the
shank and adapted to engage the cross-bar of
5 the shafts and provided at its lower end with
stop-blocks to retain the hook on it, substan-
tially as described.

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

FRANK WIETING.

Witnesses:

A. C. KILMER,
W. W. SIMMONS.