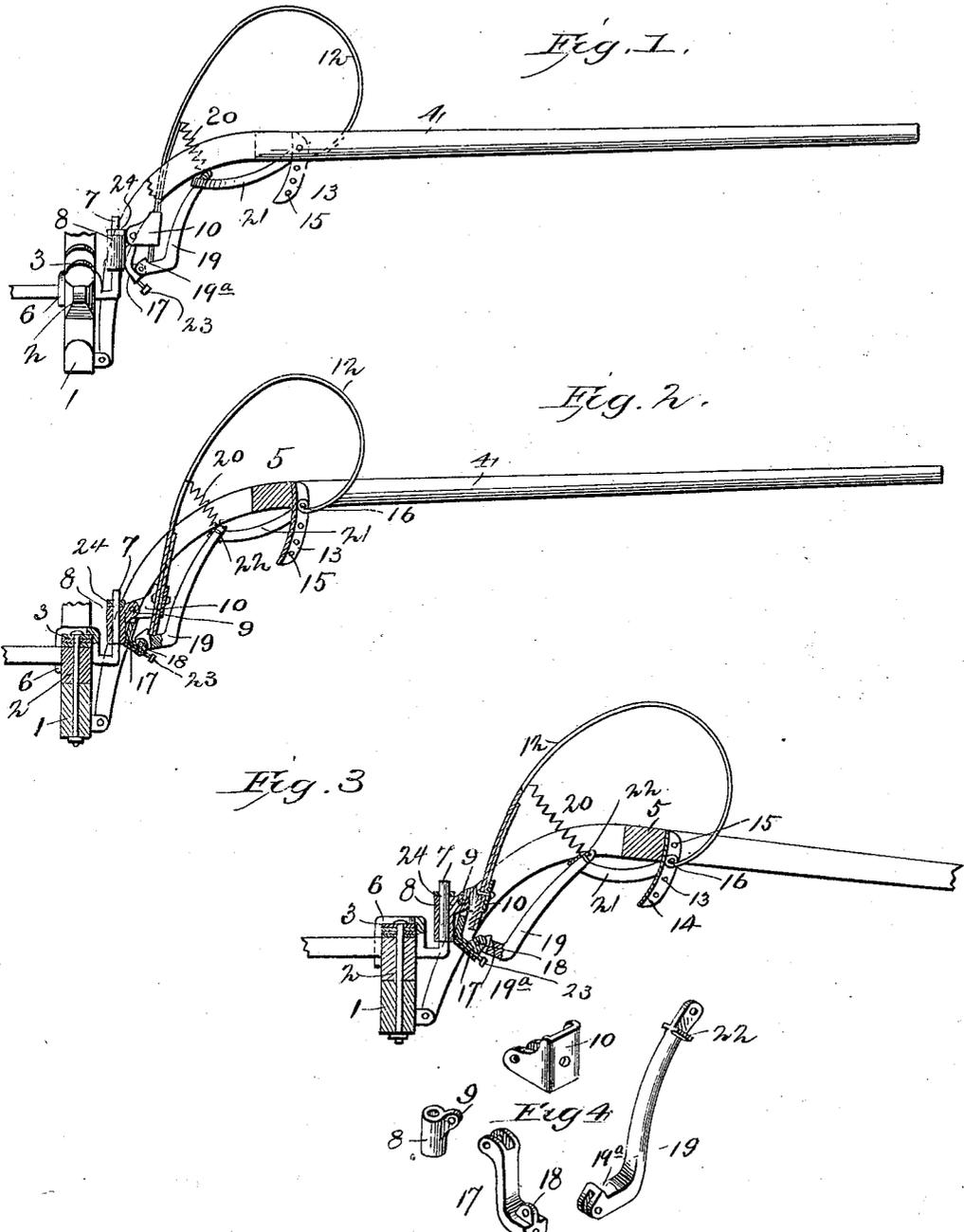


(No Model.)

J. R. CARFIELD.
SHAFT SUPPORT FOR VEHICLES.

No. 544,527.

Patented Aug. 13, 1895.



WITNESSES:
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UNITED STATES PATENT OFFICE.

JOHN R. CARFIELD, OF INDIANAPOLIS, INDIANA, ASSIGNOR OF ONE-HALF
TO ARTHUR N. WILSON, OF SAME PLACE.

SHAFT-SUPPORT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 544,527, dated August 13, 1895.

Application filed May 16, 1895. Serial No. 549,540. (No model.)

To all whom it may concern:

Be it known that I, JOHN R. CARFIELD, a citizen of the United States, and a resident of Indianapolis, in the county of Marion and State of Indiana, have invented certain new and useful Improvements in Shaft-Supports for Vehicles; 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, which form a part of this specification.

My invention relates to shaft-supports for vehicles, whereby the shafts are held up off the ground, rendering the operation of hitching less difficult, and also relieving the animal of the weight of the shafts.

The object of the invention is to provide an improved shaft-support which shall possess superior advantages with respect to efficiency in operation.

The invention consists in the novel construction and combination of parts hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is an elevation of my improved shaft-support, showing the manner it is applied to a vehicle. Fig. 2 is a longitudinal section of the same. Fig. 3 is a similar view showing the position of the parts when the shafts are let down. Fig. 4 represents, in perspective, the trigger, the sleeve, the bent arm, and the clamp.

In the said drawings the reference-numeral 1 designates the front axle of a wagon or other vehicle; 2, the bolster; 3, the springs; 4, the shaft, and 5 the cross-bar connecting the same near the rear ends thereof, which may be of any ordinary or suitable construction. Secured to the bolster is a bracket 6, provided with an upwardly-extending pin or rod 7, on which is a socket or sleeve 8, formed with a lug 9. Pivoted to this lug is a clamp 10, in which is mounted and held the lower end of a spring 12, which is curved forwardly and extends to the bar 5, and its end bent into a loop. This loop is seated between two plates 13 of a bracket 14 secured to said bar 5. The plates are provided with apertures 15, through which, and also through the loop passes a pin 16, by which the spring is secured to the

bracket. Also pivoted to the lugs 9 is a downwardly-extending bent arm 17, having a lug 18 near its lower end. Pivoted to this lug is a trigger 19, provided with a notch 19^a. The upper end of this trigger is connected with the spring 12 by a coiled spring 20.

The numeral 21 designates a strap secured to the pin 16 and passing around the end of the trigger and is adapted to engage with shoulders or lugs 22 on said trigger. Passing through the lower end of the bent arm 17 is a set-screw 23, the end of which bears against the socket or sleeve 8. By turning this screw it can be forced toward or away from the socket to vary the tension of the springs, and also to raise or lower the shafts to suit animals of different heights. The socket 8 is secured to the pin by washers 24, and may be adjusted vertically thereon by employing different sized washers.

The operation is as follows: When in use the trigger is pushed back so that the lower end of the curved prong will rest in the notch in the trigger, and the shafts are thus held up off the ground, the spring relieving the horse of the weight of the shafts. In case it is desired to lower the shafts, the trigger is pulled forward, which will release the end of said spring from the notch, when the shafts will fall down; or in case of a horse falling down, the trigger will be actuated by the strap so as to disengage it from the notch, thereby obviating liability of the spring being strained.

Having thus fully described my invention, what I claim is—

1. In a shaft support, the combination with the bolster, the shafts and cross bar, the bracket and the pin, of the vertically adjustable socket journaled on said pin, the lugs, the clamp, the curved spring, the apertured plates and bracket secured to the cross bar of the shafts and the pin; substantially as described.

2. In a shaft support, the combination with the bolster, the shafts and the cross bar, the bracket and pin, the adjustable socket provided with lugs, the pivoted clamp, the curved spring connected therewith, the bracket secured to the cross bar provided with apertured plates and the pin for connecting the

spring thereto, of the bent arm pivoted to said lugs, the trigger pivoted thereto and having a notch at its lower end, the coiled spring and the strap; substantially as described.

5 3. In a shaft support, the combination with the shafts and cross bar, the bolster, the bracket having a pin, the socket provided with lugs, the clamp pivoted thereto, the spring engaging with said clamp, the bracket se-
10 cured to the cross bar and provided with apertured plates, and the pin connecting said plates and spring, of the bent arm, the trig-

ger formed with a notch pivoted thereto, the coiled spring connecting said spring and trigger, the strap connecting the said pin and 15 trigger, and the set-screw at the lower end of the angle-plate; substantially as described.

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

JOHN R. CARFIELD.

Witnesses:

EDWIN B. PUGH,
FRANK S. FOSTER.