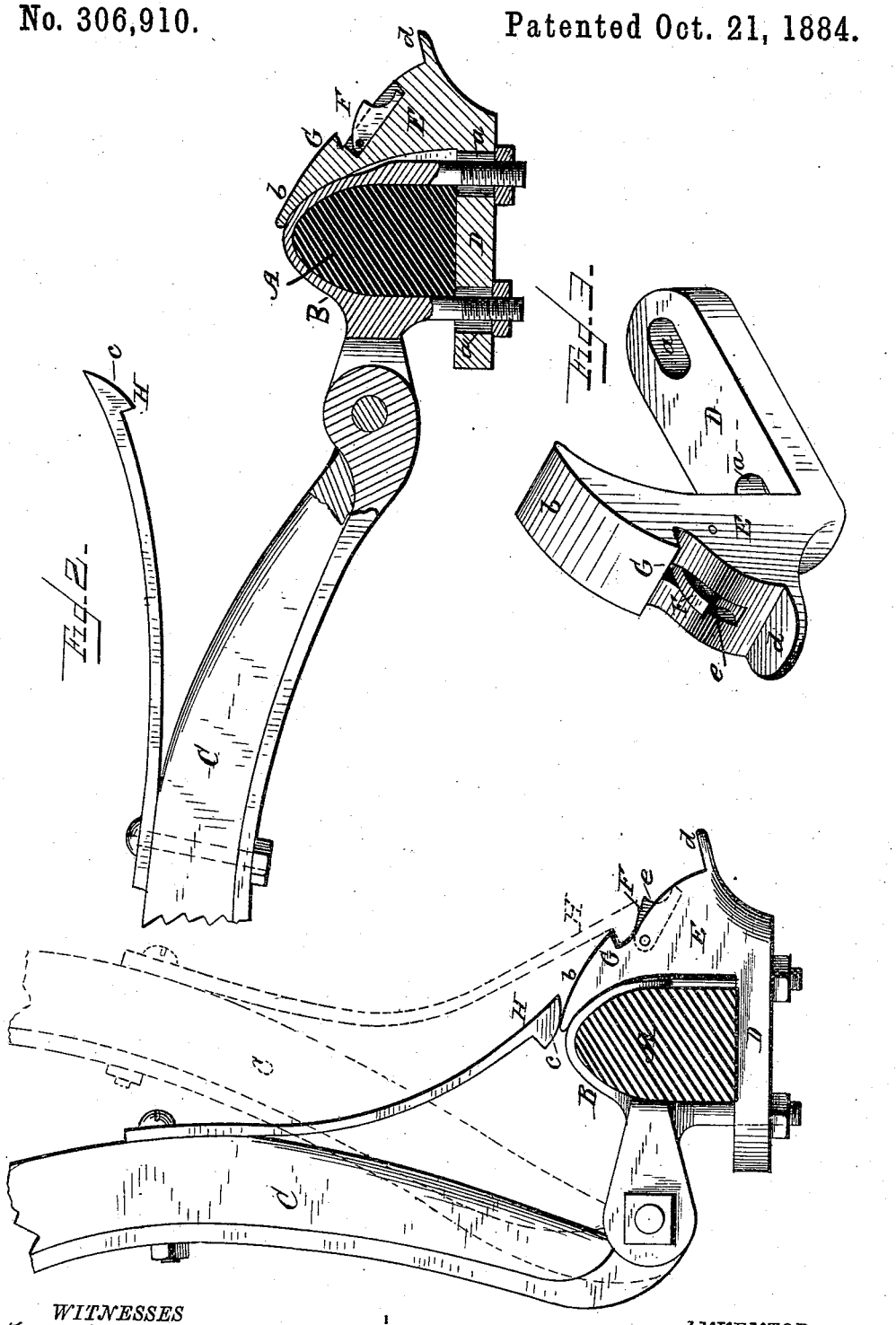
(No Model.)

H. P. FIKE.

WAGON SHAFT SUPPORT.

No. 306,910. Patented Oct. 21, 1884.



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HENRY PARVEN FIKE, OF CHILI, INDIANA.

WAGON-SHAFT SUPPORT.

SPECIFICATION forming part of Letters Patent No. 306,910, dated October 21, 1884.

Application filed May 19, 1884. (No model.)

To all whom it may concern:

Be it known that I, HENRY PARVEN FIKE, a citizen of the United States, residing at Chili, in the county of Miami and State of Indiana, have invented certain new and useful Improvements in Shaft and Tongue Supports; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a side elevation of my invention, showing the shaft elevated to bring the spring-catch in contact with the bevel-face of the extension on the clamping-plate preparatory to engaging it with the keeper, and in dotted lines showing it engaged therewith. Fig. 2 is a side view with the shaft down for use, and Fig. 3 a perspective view of the clamping-plate.

The present invention has relation to that class of devices or means employed for the support of the shafts, thills, or the tongues of a wagon or other vehicle at a desired angle when the same is not required for use; and the object thereof is to provide a simple and effective device by which means the shafts, thills, or tongue, as the case may be, are conveniently held in elevated position out of the way. These objects I attain by the construction substantially as shown in the drawings and hereinafter described and claimed.

In the accompanying drawings, A represents the forward axle of a vehicle, having secured thereto the clip B and shaft C, which are of the usual construction and connected together in the ordinary manner. The clamping-plate D has its holes *a* elongated in the direction of the length thereof in order to adapt it to different-size clips, or where the distance between the screw-bolts varies. The clamping-plate D is cast or otherwise provided with an upwardly-slotted extension, E, in which is eccentrically pivoted a suitable tripping device, F, said extension having at its upper end a keeper, G, with which engages a spring-catch, H, connected in any desirable manner to the upper side of the shaft C. The spring-catch H, I prefer to construct in the manner shown—that is to say, of one continuous piece secured to the shaft by one or more screws, bolts, or other like fastenings. It is evident, however, that it may be variously modified, and any spring-catch that will serve the purpose may be substituted without departing from the principle of my invention. The spring-catch shown is what I consider the most simple form, and to render it effective in automatically engaging with the keeper I provide them both with incline faces, as shown at *b c*. Thus, when the shaft C is raised sufficiently to bring the catch in contact with the face of the keeper, by further raising the shaft the catch will freely glide over the face *b* until it is caught and held by the keeper, thereby securely retaining the shafts in an elevated position out of the way. When the shafts are required for use, the catch H is disengaged from the keeper G, by first bringing the shafts over and beyond the tripping device, a stop, *d*, on the extension E, against which the latch strikes, preventing the shafts from being thrown too far back. In this position the shafts are brought forward, and in doing so the catch H strikes the tripping device F and raises it. This elevates the catch sufficiently to carry or cause it to pass over the keeper without engaging therewith, and thus allowing the shafts to be brought to their normal position, ready for use.

The keeper G, as well as the spring-catch H, may be of any desirable form and construction, the two forming together a spring-latch for holding the shafts, thills, or tongue elevated, while the tripping device carries the catch over the keeper when desired to bring them to their former position, the spring-latch and tripping device both operating automatically to respectively support and release the shafts, thills, or tongue. It should be noticed that the tripping device F is seated in a mortise of the extension E to prevent any undue lateral strain on its pivotal connection, the sides of the mortise keeping the device in its proper position, or on a true line with the spring-catch H. The tripping device F differs from those commonly used, in that it is formed with a curved shoulder or notch, *e*, so that when the spring-catch is brought in position, as shown in dotted lines, and passed beyond

the device F or in the rear thereof on its forward movement, when the shaft is lowered the catch will strike the shoulder or notch *e*, and by it raise the tripping device, which will carry the spring-catch over the keeper H, the shoulder or notch in the tripping device being essential to insure the successful operation of releasing the shaft.

Having now described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a shaft or tongue support, the combination, with a spring-catch connected to the shaft or tongue, of a keeper with which the catch engages, and an independent pivoted tripping device formed with a curved shoulder or notch and seated in a mortise, substantially as and for the purpose set forth.

2. In a shaft or tongue support, the combination, with a spring-catch connected to the shaft or tongue, of a clamping-plate for attaching to the axle-clip, cast with an extension having a keeper with which the spring-catch engages, a stop to limit the backward movement of the catch when releasing it from the keeper, and a pivoted and independent operating tripping device having a curved shoulder or notch and seated in a mortise formed in the extension, substantially as and for the purpose specified.

3. As an improved article of manufacture, a support for tongues and shafts in which are provided a spring-catch, a clamping-plate having elongated holes to adapt it to axle-clips varying in size, said plate being cast with an extension having a keeper, a stop, and a mortise in which is pivoted a curved, notched, or shouldered tripping device, substantially as and for the purpose described.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

HENRY PARVEN FIKE.

Witnesses:
JOHN F. LAWRENCE,
NOTT N. ANTRIM.