

(No Model.)

G. F. KOPP.

POLE OR SHAFT SUPPORTER.

No. 346,290.

Patented July 27, 1886.

Fig. 1.

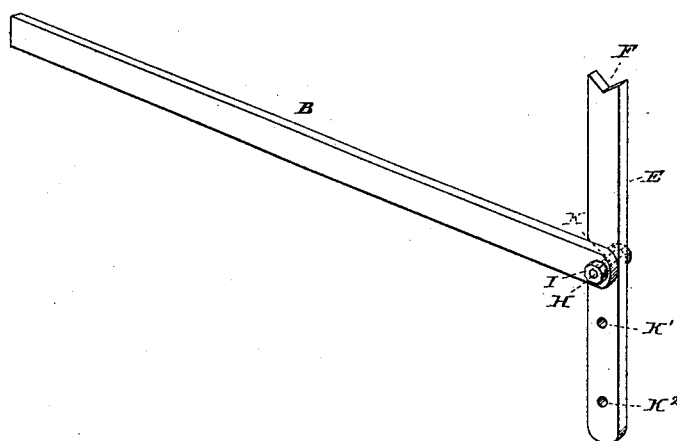
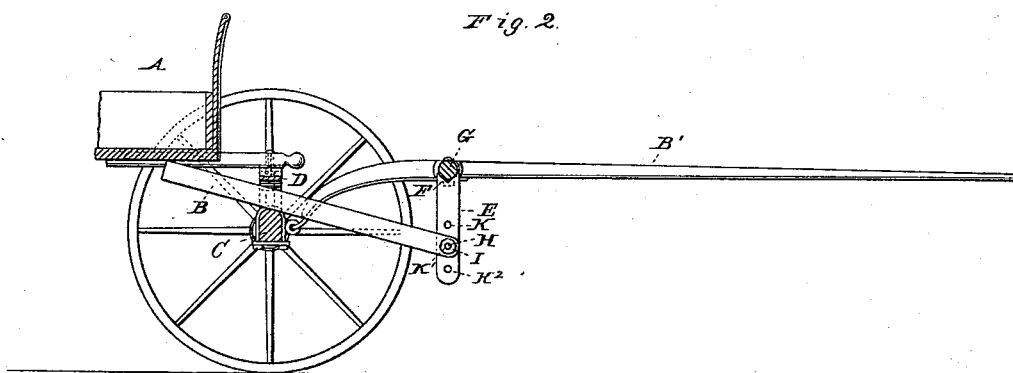


Fig. 2.



WITNESSES

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POLE OR SHAFT SUPPORTER.

SPECIFICATION forming part of Letters Patent No. 346,290, dated July 27, 1886.

Application filed May 15, 1886. Serial No. 202,289. (No model.)

To all whom it may concern:

Be it known that I, GEORGE F. KOPP, a citizen of the United States, residing at South Egremont, in the county of Berkshire and State of Massachusetts, have invented certain new and useful Improvements in Pole or Shaft Supporters; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of this invention, and is a perspective view. Fig. 2 is a side view of the device, and shows a section of the vehicle to which it is applied.

My invention relates to shaft-supports and wagon-tongue supports designed to hold the shafts or wagon-tongue in a horizontal elevated position while in the wagon shed or barn; and the invention consists in the construction and novel combination of parts, as hereinafter described, and pointed out in the claim.

Referring by letter to the accompanying drawings, A designates a buggy, and B' one of the shafts of the same, which I show to illustrate an application of my improvement.

B designates the main arm or bar of the support, which in this instance is inserted between the axle C and the lower part of the front spring, D, of the vehicle. At its forward

end the main bar B is provided with a pivoted arm, E, which is notched at F in its upper end to receive the cross bar G of the shafts. The arm E is the vertical arm of the device, and is secured to the horizontal arm or bar B by a bolt, H, and nut I. This arm E is provided with several bolt-holes, K K' K², in order to render it vertically adjustable on the main bar or arm B, to cause it to suit vehicles of different sizes.

By this device, when used, there is no possible chance of breaking the circle or fifth-wheel or doing any damage to the vehicle, as the wagon-box and running-gear take all weight off the shafts or pole, as the case may be. The vehicle can be moved about without removing the support, and there is really nothing about the support to get out of order.

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

The combination, with the longer main arm or bar, of the shorter arm notched in its upper end and provided with several bolt-holes near its lower end, and the bolt and nut for adjustably connecting the two bars together, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

GEORGE F. KOPP.

Witnesses:

HADLEY B. SMITH,
WILLIAM L. BLISS.