(No Model.)

F. S. POLLITT.

SHAFT DETACHER.

No. 421,140. Patented Feb. 11, 1890.

Fig. 1

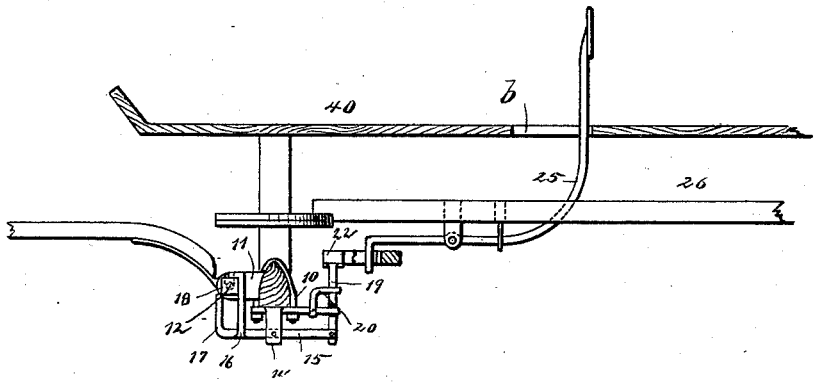

Fig. 2.

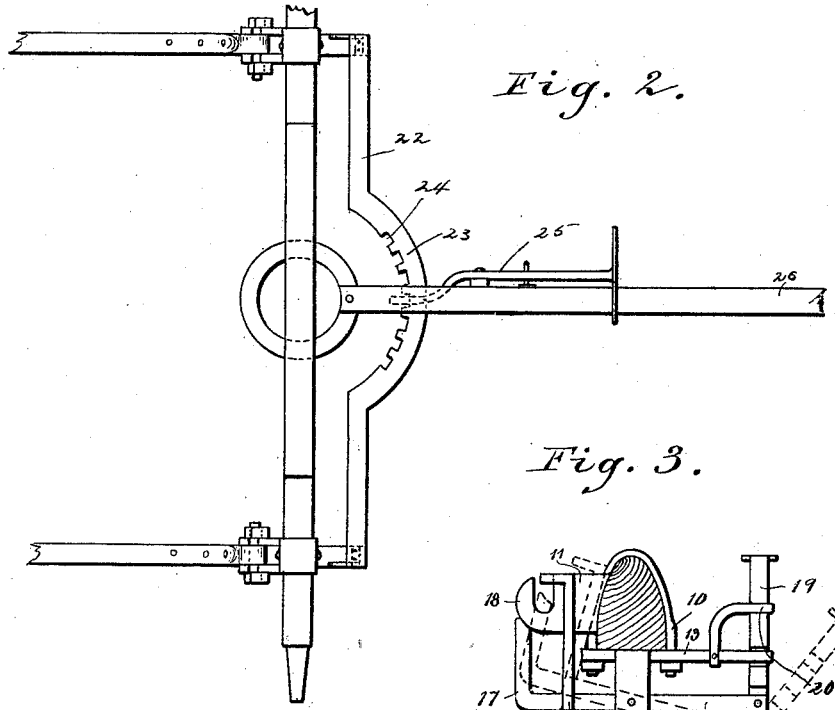

Fig. 3.

WITNESSES:

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FLOR S. POLLITT, OF HARRODSBURG, KENTUCKY.

SHAFT-DETACHER.

SPECIFICATION forming part of Letters Patent No. 421,140, dated February 11, 1890.

Application filed May 16, 1889. Serial No. 310,992. (No model.)

To all whom it may concern:

Be it known that I, FLOR S. POLLITT, of Harrodsburg, in the county of Mercer and State of Kentucky, have invented a new and Improved Shaft-Detacher, of which the following is a full, clear, and exact description.

The object of this invention is to provide an attachment for vehicles, by means of which the shafts may be quickly disconnected from their supporting-clips, this construction being desirable in case of accident, or in case it is desired to change the shafts and substitute a pole, or vice versa.

To the end named the invention consists of the novel constructions, arrangements, and combinations of elements to be hereinafter described, and specifically pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures and letters of reference indicate corresponding parts in all the views.

Figure 1 is a central longitudinal sectional view of a portion of a vehicle, representing the same as it appears when provided with my improved shaft-detacher. Fig. 2 is a plan view of a portion of the running-gear, the body being removed; and Fig. 3 is a side view of one of the shaft-detachers, the view being given on an enlarged scale.

In the drawings, 10 represents the axle-clip, said clip being formed with two forwardly-extending arms 11, that are slotted to receive the shaft-bolt 12, the construction of the arms differing from that of the ordinary clip-arms in that slots instead of eyes or apertures are formed to receive the shaft-bolt. The clip holds a plate 13, which is provided with two downwardly-extending lugs 14, to which lugs there is pivotally connected a bar 15, which carries upwardly-extending arms 16, that overlap the head of the bolt 12 and the nut by which the bolt is held to place, and in advance of this arm 16 the plate 15 is provided with an upwardly-extending arm or finger 17, which, when the parts are in their normal position, rests against or close to the under side of the shaft-eye 18.

To the rear end of the plate 15 there is pivotally connected an upwardly-extending lever 19, that is normally held in the position shown in Fig. 1 and in full lines in Fig. 3 by a spring 20, which is secured to the plate 13, the rear end of said plate being recessed to receive the lever 19, and the lever being in turn recessed to receive the ends of the plate. The upper end of the lever 19 is connected to a cross-bar 22, one of these levers being connected to either end of the bar. This bar 22 is formed with a central curved section 23, the forward edge of which is provided with recesses 24.

In connection with the bar 22, I arrange an operating-lever 25, which is preferably connected to the reach 26, though it may be attached to the front axle and arranged to extend upward through a slot *b*, formed in the flooring of the vehicle-body 40.

From the construction above described it will be seen that if the lever 25 be forced forward the parts of the detacher will be moved to the position indicated by dotted lines in Fig. 3 and the shafts will be disconnected from the running-gear.

One of the greatest advantages of the construction above described is that the arm 16 acts as a nut-lock and effectually prevents any accidental displacement of the retaining-nuts 12. Then, too, the parts are easily manipulated, and in case of accident if the lever 25 be thrown to release the shafts the end of the lever will engage one of the recesses of the curved section 23 of the bar 22, and the vehicle will be guided forward in a comparatively straight line—that is, any sudden cranking of the forward wheels beneath the vehicle-body will be avoided.

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

1. The combination, with a shaft-clip formed with slotted in contradistinction to apertured arms, of a plate pivotally mounted beneath the clip, arms 16 carried by the plate and arranged to extend upward to engage the shaft-sustaining nut, a locking-lever connected to the pivotally-mounted plate, a latch or spring arranged in connection with the lever, and a means for throwing the lever, as and for the purpose stated.

2. The combination, with a shaft-clip, of a

pivoted plate provided with an upwardly-projecting arm adapted to overlap the head of the thill-bolt and the nut by which the bolt is held to place, and means for operating the pivoted plate, substantially as and for the purpose set forth.

3. The combination, with a shaft-clip, of a plate provided with an upwardly-projecting arm adapted to overlap the head of the thill-bolt and the nut by which the bolt is held to place, and with a second arm adapted to engage the under side of the thill-eye, a spring-actuated lever pivoted to the said plate, and means for operating said lever, substantially as described.

4. The combination, with the shaft-clips of a vehicle, of plates 15, arranged in connection therewith, arms 16 and 17, carried by the plates, levers 19, pivotally connected to the plates, and a cross-bar 22, provided with recesses 24, said cross-bar engaging the lever 19 and a lever 25, substantially as described.

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Witnesses:
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