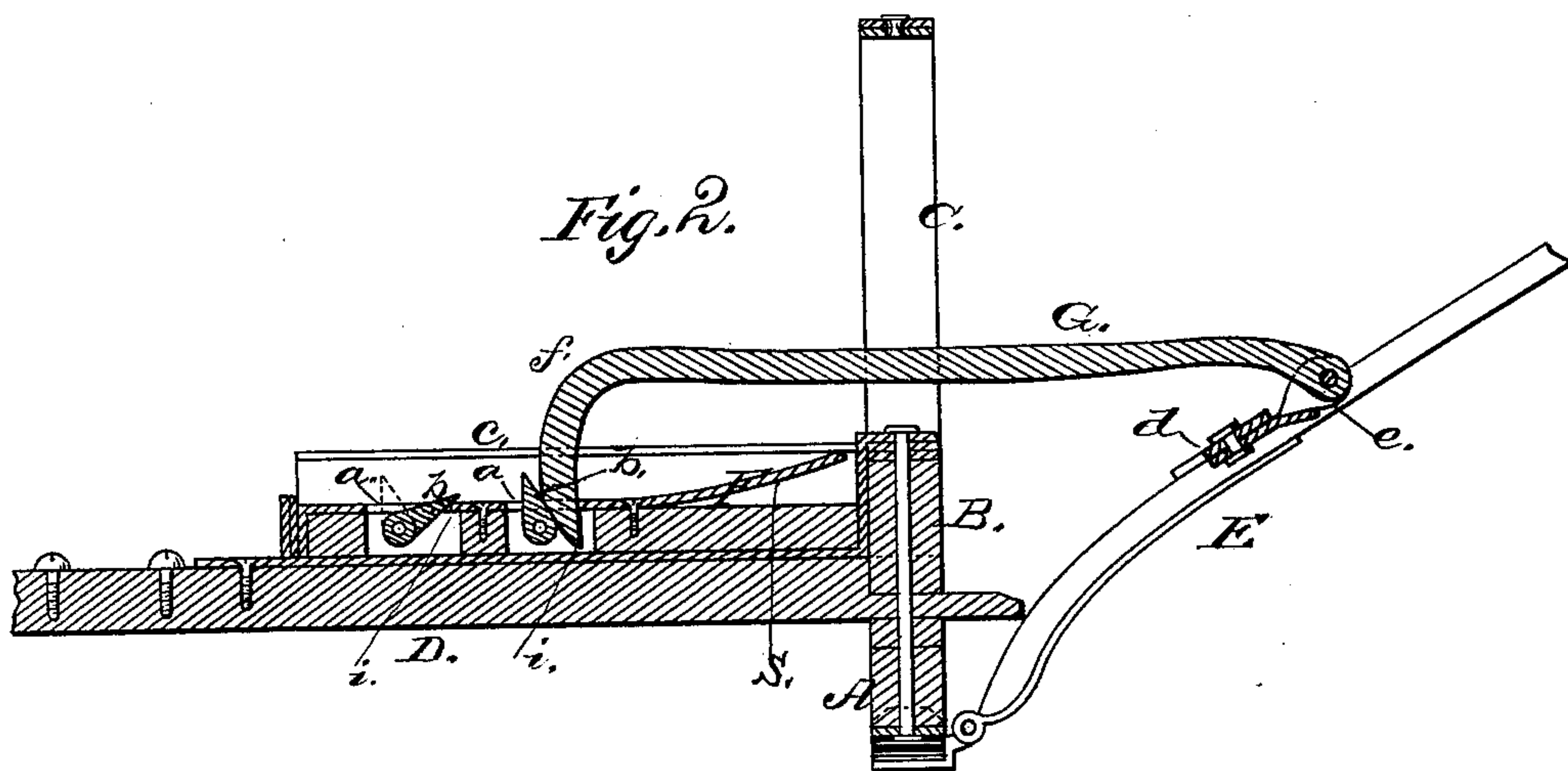
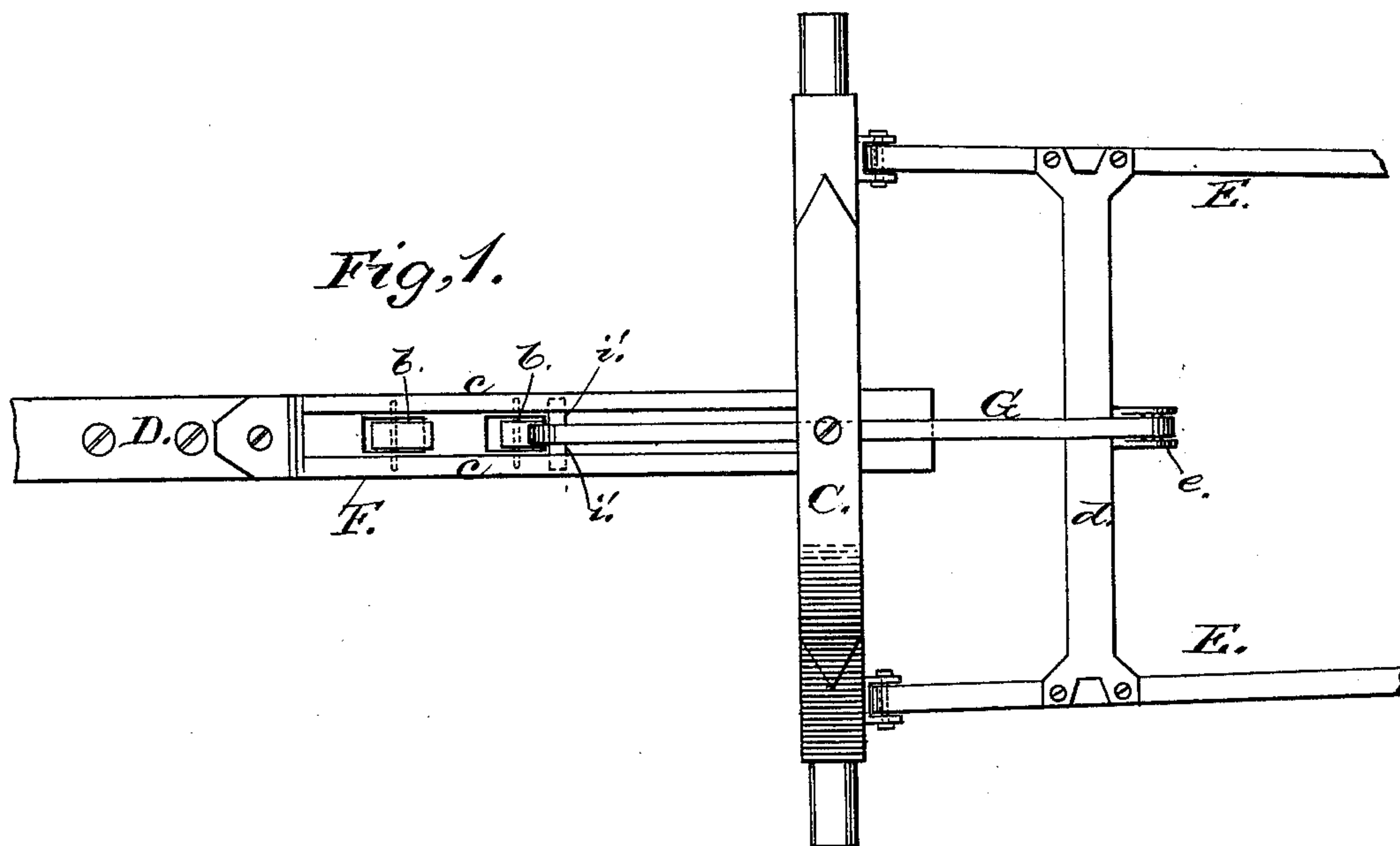


J. T. BAKER.  
Shaft-Prop for Buggies.  
No. 222,227.

Patented Dec. 2, 1879.



WITNESSES  
*Villette Anderson.*  
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INVENTOR  
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his ATTORNEY



# UNITED STATES PATENT OFFICE.

JAMES T. BAKER, OF RALEIGH, ILLINOIS.

## IMPROVEMENT IN SHAFT-PROPS FOR BUGGIES.

Specification forming part of Letters Patent No. 222,227, dated December 2, 1879; application filed October 25, 1879.

*To all whom it may concern:*

Be it known that I, JAMES T. BAKER, of Raleigh, in the county of Saline and State of Illinois, have invented a new and valuable Improvement in Shaft-Props for Buggies, &c.; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation 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 representation of a plan view of my improved shaft-prop, and Fig. 2 is a longitudinal vertical section thereof.

This invention has relation to improvements in shaft and pole props for vehicles; and the nature of the invention consists in certain novel constructions and arrangements of the devices used, as will be hereinafter more fully set forth.

In the annexed drawings, the letter A designates the fore axle, B the head-block, C the spring, D the reach, and E the thill or pole, of a four-wheeled vehicle.

F indicates a rectangular metallic box, secured in any suitable manner to the front end of the reach, and abutting against the head-block. This box has in its top two or more oblong slots, *a*, in each of which is swung a gravitating tumbler, *b*, capable of swinging with its upper end against either end of the slot. In its normal vertical position there is a space, *i*, between each tumbler and the front end of the slots, the object of which will be hereinafter shown.

*c* indicates ways arranged on the lateral edges of box F, and extending from end to end thereof, the object of which will be hereinafter explained.

S indicates a spring extending from the front edge of the foremost slot *a* to or nearly to the head-block.

The thills, as usual, are connected by a bar, *d*, to which is secured in any suitable manner a branched lug, *e*, to which is pivoted the prop-bar G, extending through the spring, and having its downturned end *f* engaged in the ways *c* of the box, being prevented from escaping therefrom by means of projecting

arms *i'* extending under the ways aforesaid. This prop is made of malleable iron, and terminates at its end below arms *i'* in the form of a wedge, and is slightly hooked, as shown at *i*, for the purpose of engaging the front end of the slot *a*.

When the shaft is raised the prop is moved backward, being guided in such movement by the ways aforesaid, and on reaching the first slot *a* its wedge-shaped hooked end *i* drops into it in front of the tumbler, and by engaging the front wall of said slot supports the thills. If it be desired to still further raise the thills, this movement is continued—that is, raising the thills—and the end *i* of the prop escapes from the first slot *a*, is bridged across it by the tumbler, which swings rearwardly against the rear end of the said slot for the purpose, and upon reaching the second slot *a* drops into it and engages its front edge.

To lower the thills and disengage the prop, the former are still further raised. The beveled or wedge-shaped end of the prop slips out of the slot, pushes its tumbler back against its rear edge, and passes to the rear beyond said slot. The thills being then lowered, the hook end *i* of the prop engages the tumblers, causing them to swing over against the front end of the slots *a*, and passes over the bridges thus formed to the front part of the box in advance of the slots aforesaid. The inclined spring then directs the hook end of the prop upward and jams the arms *i'* thereof against the under side of the ways, thus effectually preventing rattling when the vehicle is in use.

This device does not in any way prevent or obstruct the turning of the vehicle.

Sometimes the slots *a* may be formed directly in the reach without using the box, and the tumblers may be arranged in said slots.

What I claim as new, and desire to secure by Letters Patent, is—

1. In a pole or thill prop, the combination, with the thills E and reach D, of the box F, having slots *a*, tumblers *b*, and ways *c*, and the prop-bar G, pivoted to the thills, and having a beveled hook end, *i*, and arms *i'*, substantially as specified.

2. The combination, with the thills E and



reach D, of the box F, having slots *a*, tumblers *b*, and ways *c*, the prop-bar G, pivoted to the thills and engaging the ways, and the spring S at the front part of the box, holding the prop against the ways to prevent rattling, substantially as specified.

In testimony that I claim the above I have

hereunto subscribed my name in the presence of two witnesses.

JAMES THOMAS BAKER.

Witnesses:

C. R. MICK,

L. W. MICK.