

(No Model.)

W. H. BARRETT.
WAGON SHAFTS.

No. 277,440.

Patented May 15, 1883.

Fig. 1.

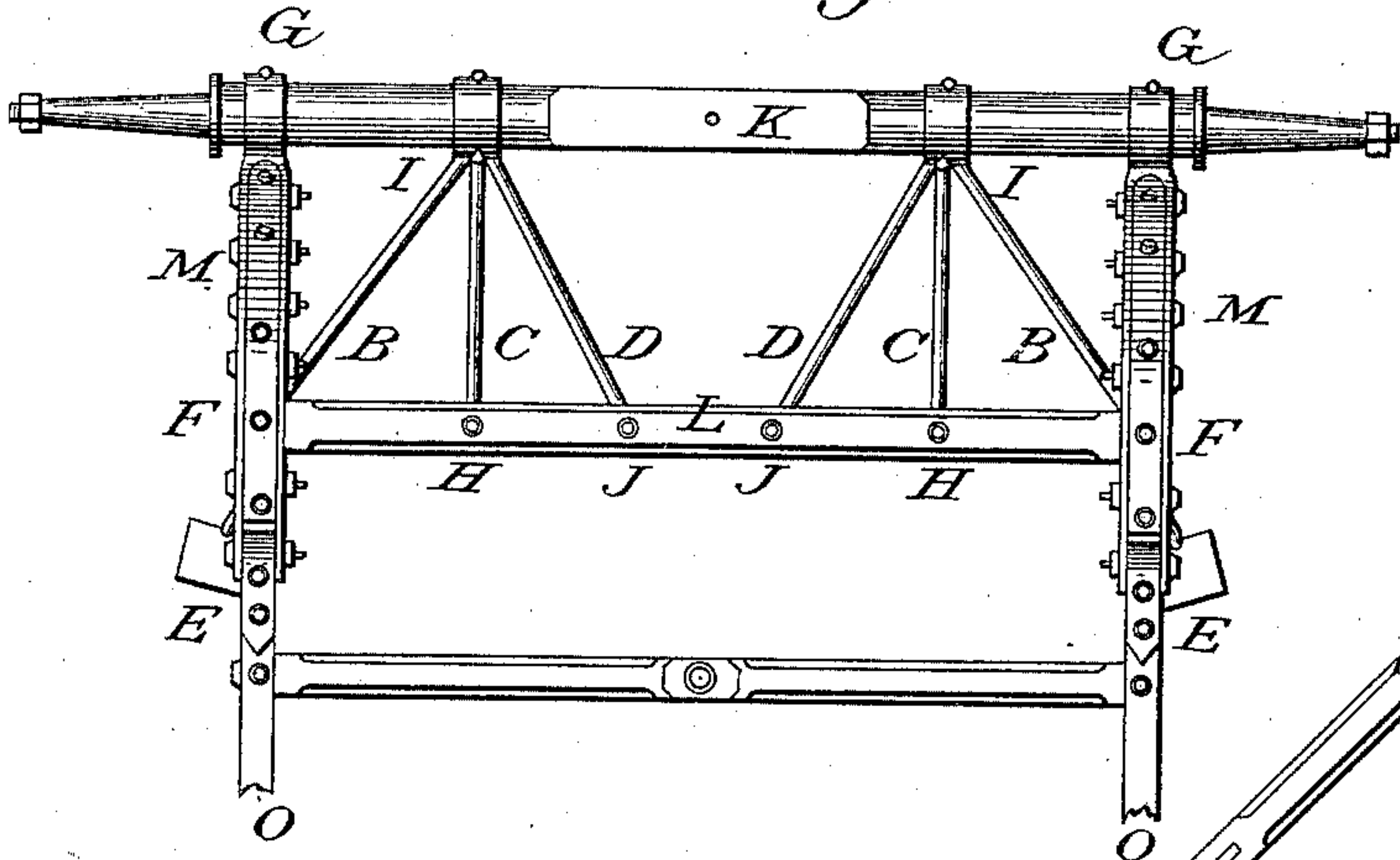


Fig. 2.

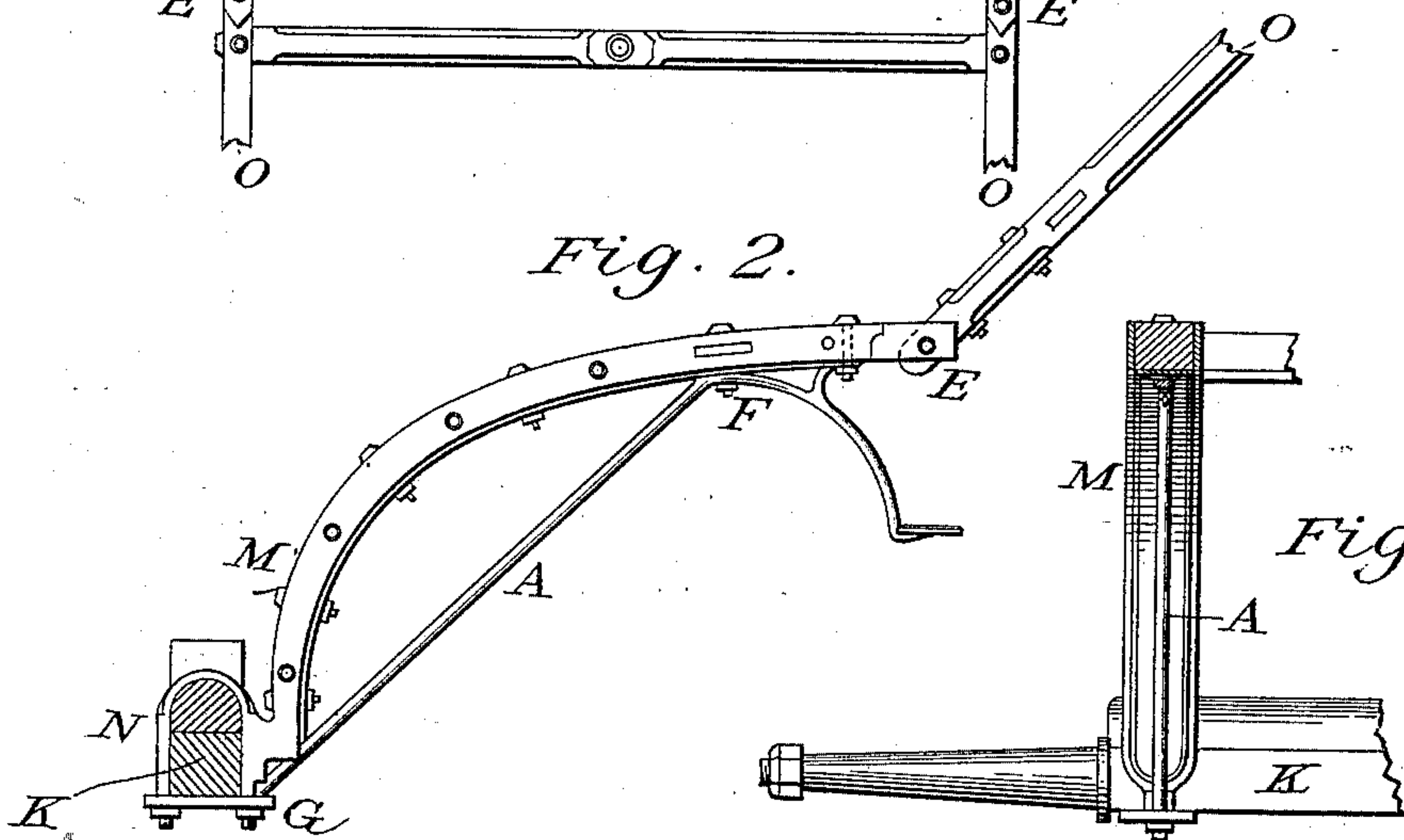


Fig. 4.

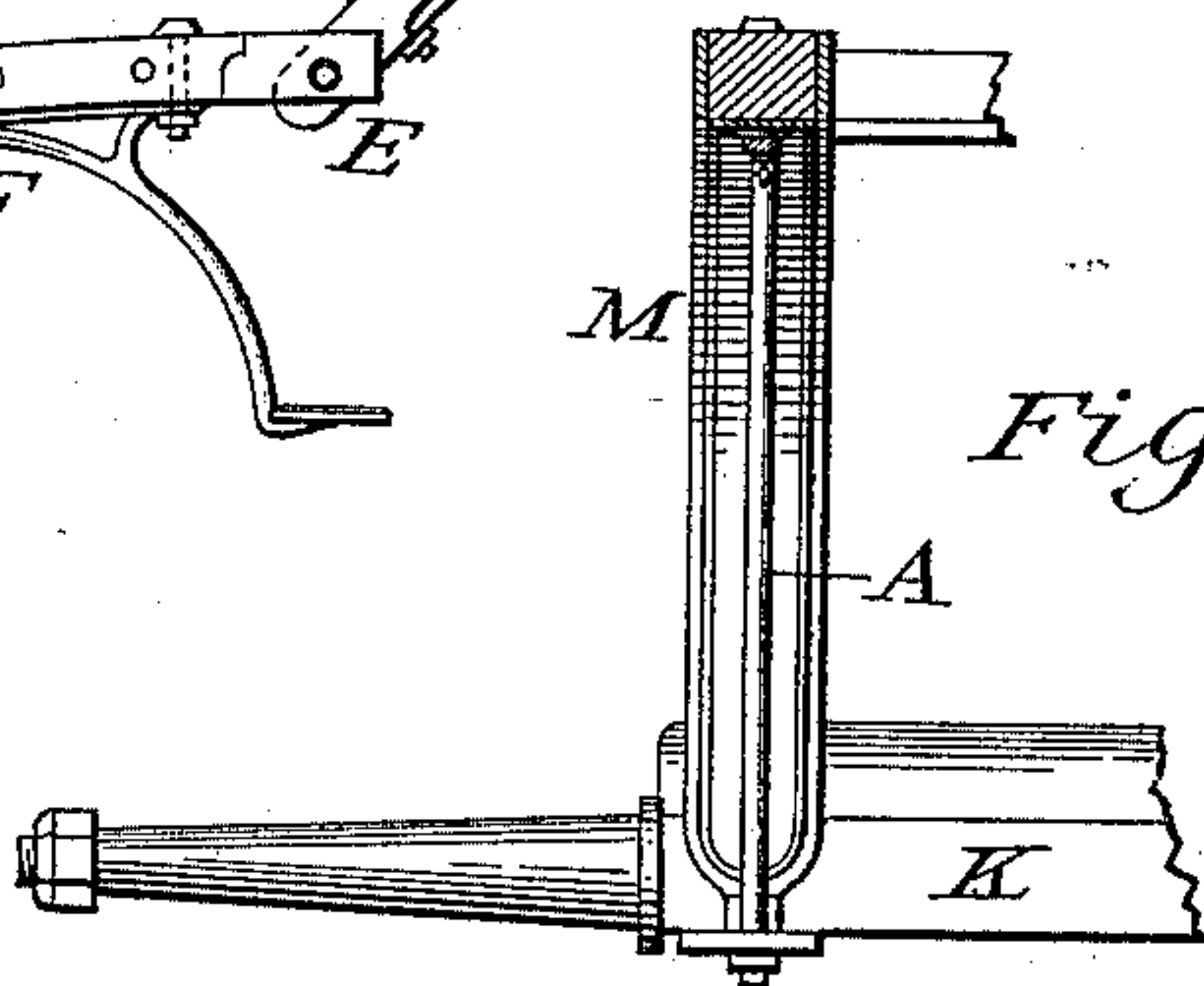
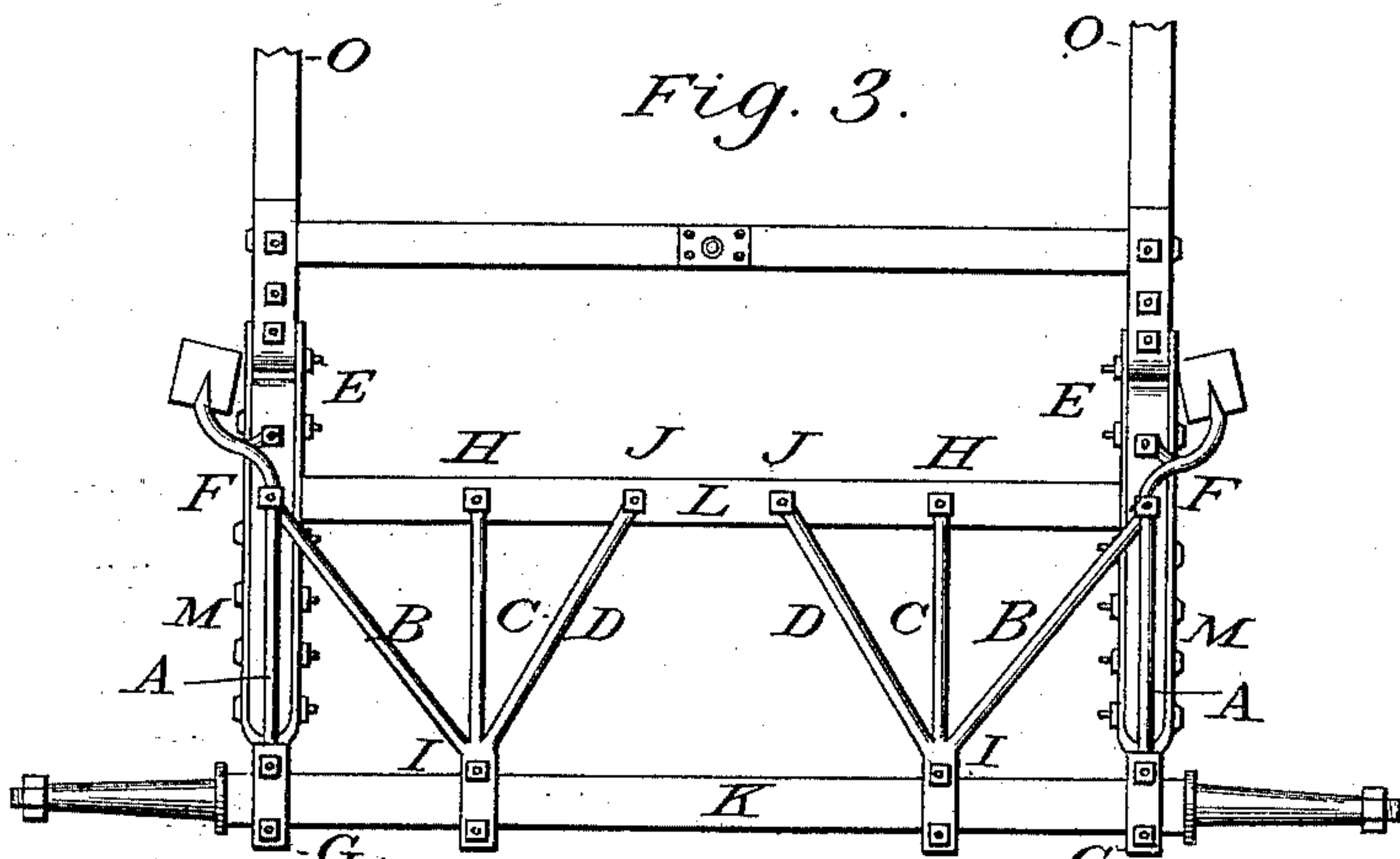


Fig. 3.



Witnesses:

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UNITED STATES PATENT OFFICE.

WILLIAM H. BARRETT, OF CHICAGO, ILLINOIS.

WAGON-SHAFT.

SPECIFICATION forming part of Letters Patent No. 277,440, dated May 15, 1883.

Application filed January 2, 1883. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. BARRETT, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Wagon-Shaft, of which the following is a specification, reference being had to accompanying drawings, forming part thereof.

My invention relates to improvements in curved or raised wagon-shafts; and the objects of my invention are, first, to provide supported curved and raised wagon-shafts which shall be in part stationary and affixed by solidly-attached clip to wagon axle-tree; second, to save space in storing wagon while not in use by combination permitting the throwing backward and upward the forward portion of shafts marked O in drawings without removal from wagon; and, third, by the combination including braces to lighten the weight of shafts and pressure upon back of horse while wagon is in general use. I attain these objects by the mechanism and combination illustrated in the accompanying drawings, in which—

Figure 2 is a vertical section of the entire shafts, (in which braces or supports B, C, and D are hidden from view.) Fig. 1 is a top view of a section of the entire shafts, in which brace or support A is hidden from sight; Fig. 3, an under view of a section of entire shafts. Fig. 4 is a detailed view, in perspective, of a section of curved portion of shafts and its supporting-braces.

Similar letters refer to similar parts throughout the several views.

The curved section of shafts M and horizontal section of same, O, connected by coupling at E, are supported at point *f* by iron combination brace and clip-bar A, which is secured in its position by fastened plates upon each side of M and a nut. The section M of shafts is also braced and supported by cross-bar L, projecting through shaft M at *f*, and the additional iron rod braces or supports B, C, and D, the rod or brace B extending from joint *i*, and affixed to shaft M at *f* and pinned by brace A, and the braces or rods C and D extending from point *i*, as shown on diagram, to

points *h* and *j*, respectively, being affixed to under side of cross-bar L at such points by iron plates, bolts, and nuts. The rods or braces B, C, and D merge at point *i*, and are affixed to the wagon axle-tree K at point *i* by means of and by forming or constituting the lower part of a clip, through which the vertical parts of such clip pass and protrude for purpose of being made fast by nuts. The curved section of shaft M is affixed to axle-tree K by solid clip N, as shown in Fig. 2, and is supported in its position, as shown in drawings, by the combination brace and clip-bar A, the lower end of combination brace and clip-bar A forming the lower part of the clip, through which the vertical portions of such clip pass and protrude for purpose of being made fast by nuts.

The combination of braces affixed, as shown, to axle-tree of wagon K at one end, and to section M of shaft and the cross-bar of same, L, forms a complete support of the weight of that portion of shafts M back of the coupling E in diagram, and also of any weight to which such portion of shaft or its step appliances are subjected, and serves also to strengthen such shaft for general use.

More substantial support and additional simplicity in the construction of such improved wagon-shafts and their appliances are obtained by means of the supporting-brace A being constructed as a combination brace and clip-bar, as set forth herein.

I am aware that prior to my invention raised or curved and horizontal wagon-shafts have been made, and that fastenings or couplings, as shown in diagram E, in wood and iron, have been constructed by means of plates and bolts. I therefore do not claim such a combination, broadly, as separate inventions; but

What I do claim as my invention, and desire to secure by Letters Patent, is—

In wagon-shafts, a supported curved and raised section of same, M M, constructed of wood or metal, or both, affixed to the wagon axle-tree by a solid clip, having combination clip-bars and braces A A, forming part of such solid clip, as well as contributing to sup-

port of shafts M M, having also combination clip-bar and braces B, C, and D, affixed as part of clip to axle-tree K at *i*, and to cross-bar L and shafts M at points *h*, *j*, and *f*, such
5 curved section, with supporting and strengthening appliances, as set forth, being connected by coupling E with a forward section of

such shafts, which is vertically adjustable on the coupling-pin at E, all substantially as set forth.

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