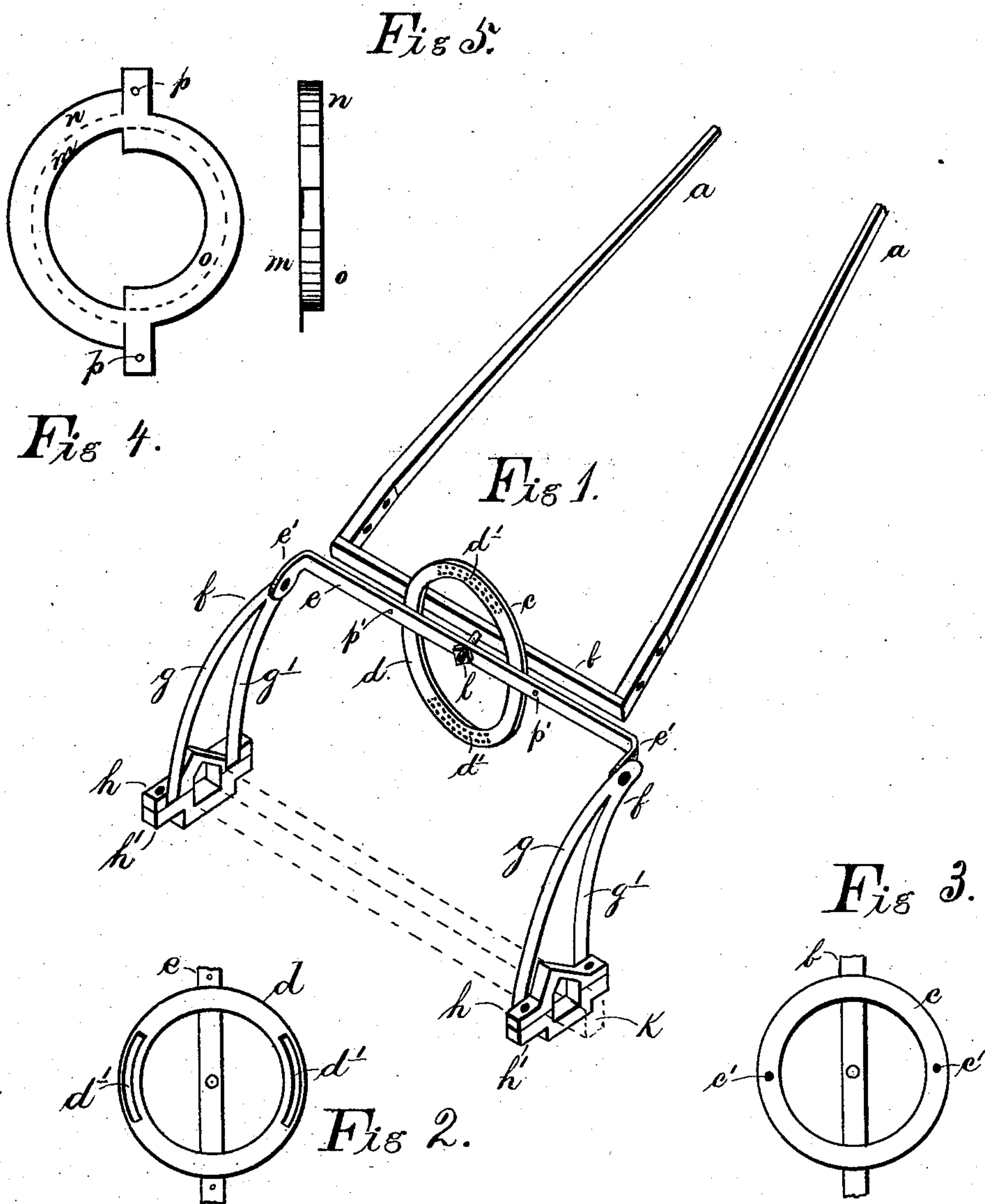


(No Model.)

W. H. SCRAPE.  
SHAFT FOR VEHICLES.

No. 290,936.

Patented Dec. 25, 1883.



Witnesses:

C. D. Sweet.

Inventor:

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Attorney



# UNITED STATES PATENT OFFICE.

WILLIAM HENRY SCRAPE, OF BEEBE, ARKANSAS.

## SHAFT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 290,986, dated December 25, 1883.

Application filed October 3, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM HENRY SCRAPE, a citizen of the United States, residing at Beebe, in the county of White and State of Arkansas, have invented certain new and useful Improvements in Buggy-Shafts; 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 the letters and figures of reference marked thereon, which form a part of this specification.

My invention relates to improvements in vehicle-shafts, whereby the shafts will not move from side to side as the front wheels of the vehicle run in and out of holes or over ridges or uneven ground, causing the saddle and harness to rub and gall the animal, and can be successfully attached to buggies, carts, gigs, or other vehicles where shafts are used; and it consists in the novel arrangement and construction of its parts hereinafter described.

Figure 1 in the accompanying drawings represents a perspective view of my invention with the hood left off of the circles *c* and *d*. Figs. 2 and 3 are detail views of the sixth-wheel, consisting of circles *c* and *d*. Fig. 4 is a face view of the hood *m* before the brims are turned down. Fig. 5 is an edge view of the hood after the brims are turned down.

In the accompanying drawings, *a* represents the shafts secured to the iron cross-bar *b*. The shafts are made of any suitable material and given any proper curves.

To the rear side of the cross-bar *b*, and at its center, is securely welded a circle, *c*, of iron or steel, having a flat and smooth face, as shown in Fig. 3.

On the flat smooth face of this circle *c* are two nibs, *c'*, for the purpose of fitting into slots *d'* of circle *d*, to prevent the shafts from turning too far around.

Fitted to the rear face of circle *c* is another circle, *d*, exactly coinciding in every particular with circle *c*, and having circular slots *d'*,

to receive nibs *c'*, the purpose of which is above explained.

To the rear face of circle *d* is securely welded cross-bar *e*, having its perforated ends *e'* turned back to an angle of ninety degrees. To these perforated ends *e'* are pivoted at their upper ends the curved V-shaped braces *f*, having arms *g g'*. The arms of these braces are securely welded to the inner faces of clips *h*—one, *g'*, to the front, and the other, *g*, to the rear end—so as to straddle the front axle-tree. (Represented by the dotted lines.) Clips *h* fit on the upper side of the front axle, *k*, and clips *h'* on the under side, and are secured in place by bolts and nuts or other suitable fastenings. The two circles *c* and *d* are held together by bolt and nut *l*, passing transversely through bars *b* and *e* at the center of said circles.

It will be seen that the curved braces *f*, being welded to clips *h*, stand up in proper shape to elevate the shafts to a suitable position. The bar *e*, being pivoted at *e'* to the front end of braces *f*, allows the front ends of the shafts to work up and down. The two bars *b* and *e* and circles *c* and *d*, being pivoted at their centers, allow the shafts to remain in position—that is, not to sag on the right or left, but remain level in respect to each other—while the ends of the rear cross-bar, *e*, may sag at either end and accommodate itself to the uneven surface of the ground. The upper brim, *n*, of the hood *m* is turned down to an angle of ninety degrees, and the lower brim, *o*, is also so turned down. This hood *m* is fitted on the rear circle, *d*, by means of rivets passing through holes *p* in the hood and holes *p'* in the bar *e*. When so fitted, brim *n* covers the joint between the disks of the circles *c* and *d*, and brim *o* covers the joint between the lower disks of the same, thus keeping out from these joints dust and gravel.

This hood may be made of any suitable material, and may be highly ornamented, serving to beautify the invention.

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

1. The V-shaped braces *f*, having their lower ends welded to clips *h*, in combination with cross-bar *c*, circle *d*, circle *e*, cross-bar *b*, and nut and bolt *l*, substantially as shown and described.

5 2. The hood *m*, having brim *n*, adapted to fit over the outer edges of the upper disks of circles *c* and *d*, and brim *o*, adapted to fit over the inner edges of the under disks of said cir-

cles, in combination with said circles, the cross-bars, and shafts, in the manner described, and for the purpose set forth.

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

WILLIAM HENRY SCRAPE.

Witnesses:

JNO. M. BATTLE,

J. S. SMITH.