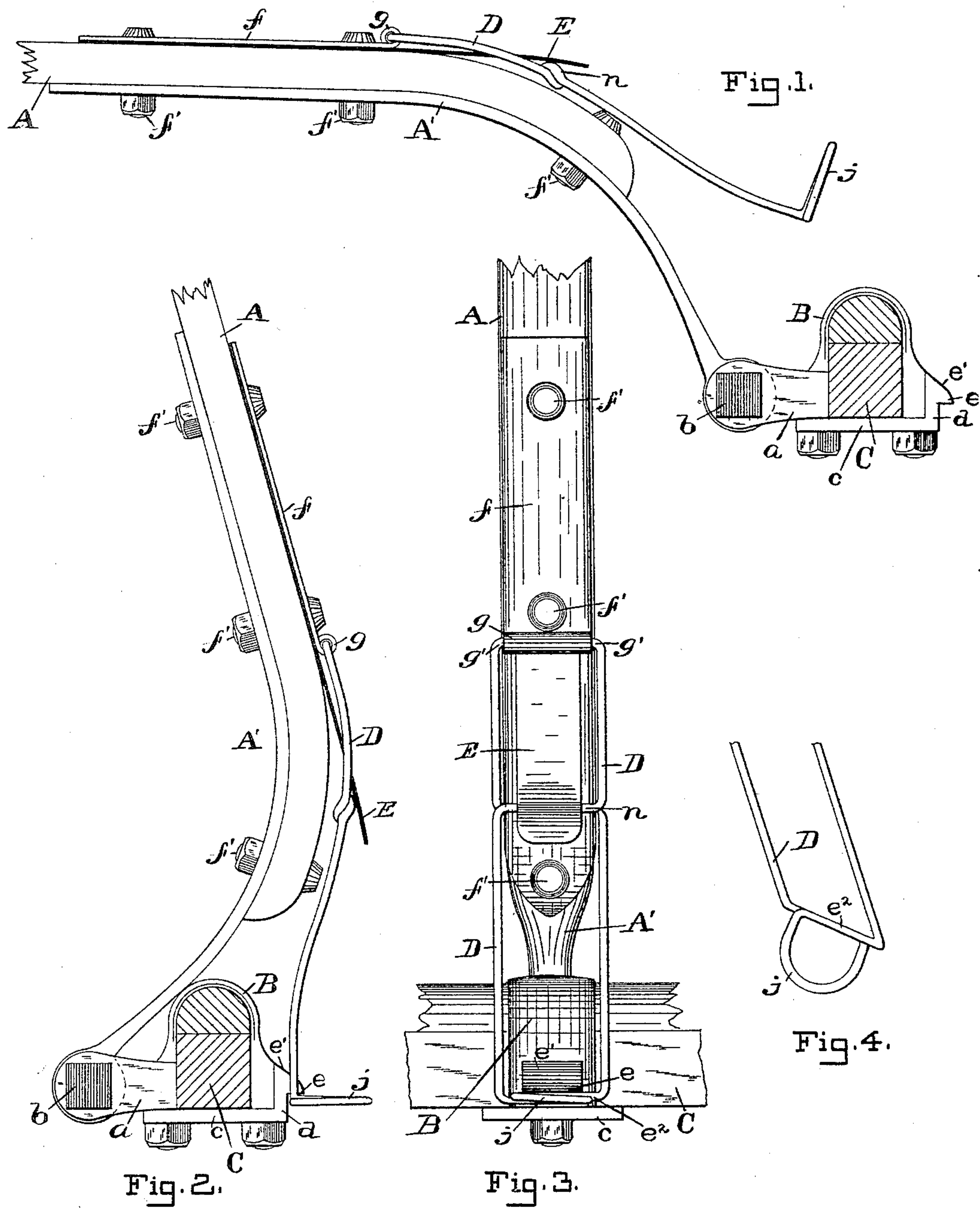


(No Model.)

P. P. SAUBLE.
VEHICLE SHAFT HOLDER.

No. 454,621.

Patented June 23, 1891.



WITNESSES:

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VEHICLE-SHAFT HOLDER.

SPECIFICATION forming part of Letters Patent No. 454,621, dated June 23, 1891

Application filed March 12, 1891. Serial No. 384,747. (No model.)

To all whom it may concern:

Be it known that I, PETER P. SAUBLE, a citizen of the United States, residing at Shamburg, in the county of Baltimore and State of Maryland, have invented certain new and useful Improvements in Holders for Vehicle Shafts or Poles, of which the following is a specification.

This invention relates to a device for holding up the shafts or the pole of a vehicle, and the object is to provide an attachment which can be applied without making any material change in the usual and ordinary parts comprising the thill-coupling, and one which will work automatically.

With this end in view the invention consists in the features of construction and combinations of parts, which will be described hereinafter, and pointed out in the claims.

In the accompanying drawings, illustrating the invention, Figure 1 shows a side view of the ordinary thill-coupling with my improved appliance when the shafts are down in a horizontal position; Fig. 2, a similar view with the shafts in elevated position and held up by my device; Fig. 3, a rear view of the parts in the latter adjustment; and Fig. 4, a detail perspective view of the lower part of wire loop or bail forming part of the invention.

The letter A designates the shaft or thill; A', the thill-iron; B, the clip secured on the axle C and having the usual forward-projecting arms *a*, between which the thill-iron A' is hinged by the transverse bolt *b*. The clamping-plate *c* of the clip B beneath the axle is formed on the rear side of the axle with an upward-projecting arm *d*, fitting close up to the rear side of the clip, and having at its upper end an outward-projecting lug or catch *e*, with a beveled upper side *e'*.

On the upper side of the shaft or thill A, at the commencement of the down-curve in the same, a plate *f* is secured by the bolts *f'*, which fasten the thill and iron A' together, and this plate at its rear end is bent up and over to form a bearing *g* for the inturned ends *g'* of a rearward-extending elongated wire loop or bail D. Thus the bail is hinged to the plate *f*. The side arms of this loop or bail are bent and crossed over at the middle and then continued. This is for the purpose of forming

a double cross-bar *n*. A flat spring E is interposed between the plate *f* and the shaft A and secured by the bolts *f'*. This spring projects from beneath the said plate *f*, and extends between the arms of the loop or bail D, and over the top of the cross-bar *n*, upon which it bears. The spring thus acts to hold the free end of the said loop down on the thill. The loop has a downward curve which causes it to fit more closely to the thill. At its rear end *e*², where it is doubled back, an outward-extending eye *j* is formed by crossing the wire and bending it round. When the shafts are in a horizontal position, the parts appear as shown in Fig. 1. When they are thrown up to an elevated position, it will be observed that the curved end *e*² of the loop D strikes the rounded top surface of the clip B and rides over the same and down behind the clip, where it encounters the beveled surface *e'* of the lug or catch *e*, and sliding over the same springs behind the said catch. The position of the parts in this adjustment is clearly shown in Figs. 2 and 3, and it will be seen that the flat spring E keeps the loop in engagement with the catch. It will be obvious that the shafts will be held up in their elevated position as long as the loop engages the catch. To release them a finger or thumb may be inserted through the eye *j* at the engaging end of the wire loop, and the latter released from the catch *e*, when the shafts can be let down.

The device can be readily applied without change of construction in the thill-coupling. The plate *f* and spring E are attached by simply removing the bolts *f*, securing the thill-iron to the shaft, fitting the said plate and spring to the shaft and replacing the bolts. The clamping-plate of the ordinary clip is removed and one substituted having the upward projection *d*, with the catch *e*, and the attachment is complete.

It will be observed that the device is automatic in its operation.

It is evident that many changes which might suggest themselves to a skilled mechanic could be made in my invention, and hence I do not limit myself to the exact construction shown, but consider myself entitled to all such variations as come within the spirit and scope of the invention.

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

1. A holder for the shafts or pole of a vehicle, comprising an elongated loop or bail hinged at one end to the shaft or pole and at the opposite end adapted to engage a projection on the thill-clip when the shaft or pole is elevated, and a spring bearing on the upper side of the hinged loop or bail to hold the latter against the shaft or pole.

2. A holder for the shafts or pole of a vehicle, comprising an elongated loop or bail

hinged to the shaft or pole and having a cross-bar at the middle engaged by a spring on its upper side, said loop at its doubled-back end adapted to engage a projection on the thill-clip when the shaft or pole is elevated.

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

PETER P. SAUBLE.

Witnesses:

F. P. DAVIS,
CHAS. B. MANN.