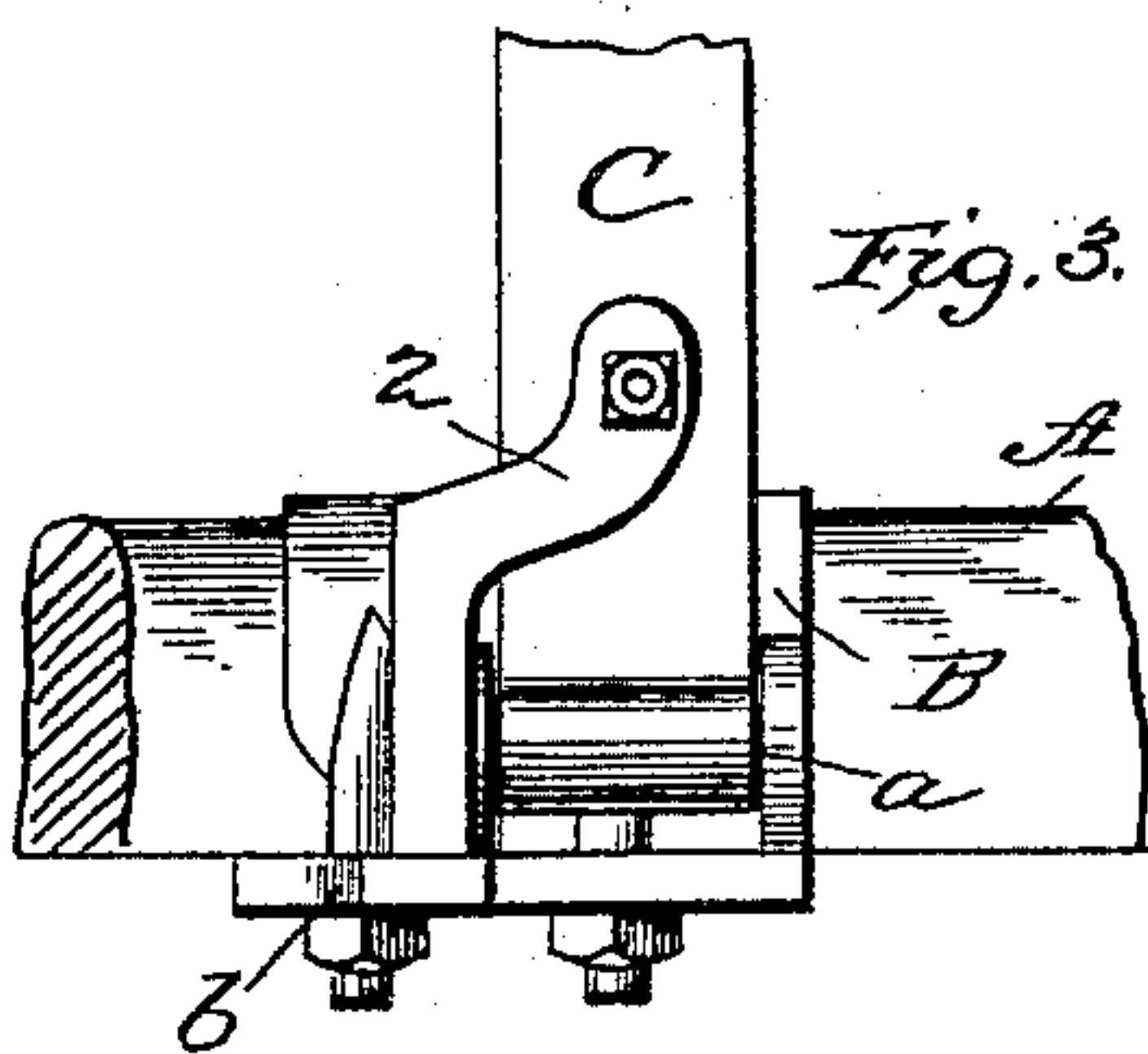
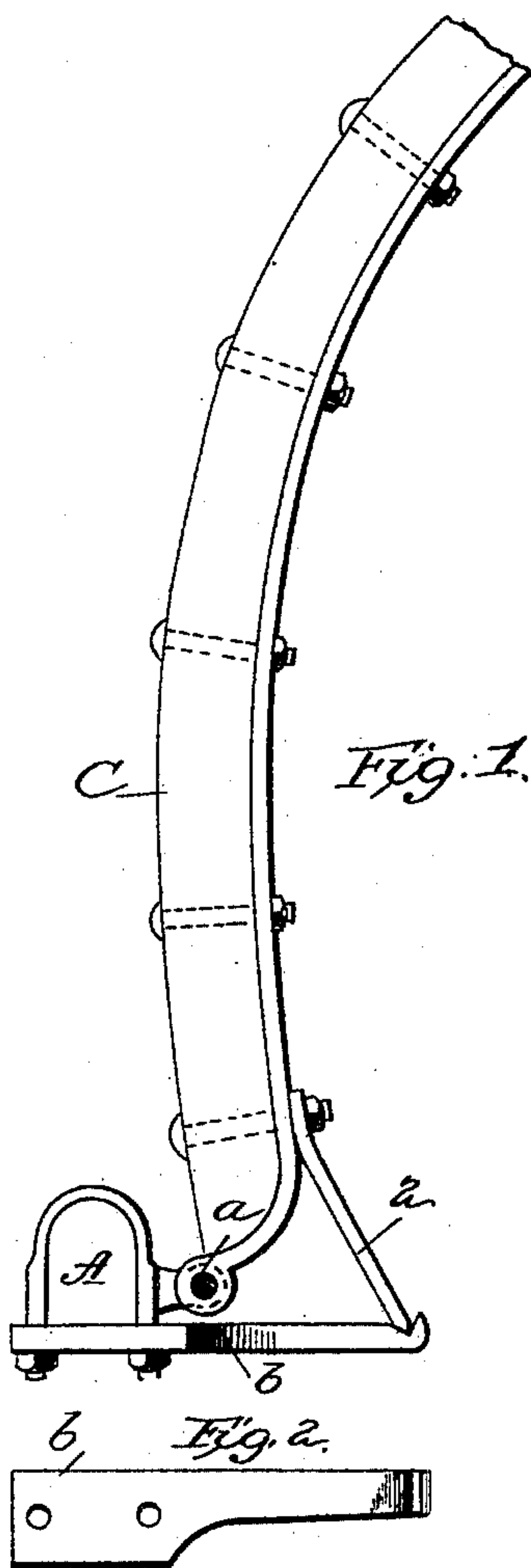


(No Model.)

T. SIGGINS.  
THILL SUPPORT.

No. 467,758.

Patented Jan. 26, 1892.



Attest  
*[Signature]*  
J. L. Middleton

Inventor  
Thomas Siggins  
by *[Signature]*  
Atty

# UNITED STATES PATENT OFFICE.

THOMAS SIGGINS, OF SOUTH BEND, INDIANA.

## THILL-SUPPORT.

SPECIFICATION forming part of Letters Patent No. 467,758, dated January 26, 1892.

Application filed July 22, 1891. Serial No. 400,303. (No model.)

*To all whom it may concern:*

Be it known that I, THOMAS SIGGINS, a citizen of the United States of America, residing at South Bend, in the county of St. Joseph and State of Indiana, have invented certain new and useful Improvements in Shaft-Holders, of which the following is a specification.

My invention is designed to produce a very simple and convenient form of shaft-holder in order that the shafts may be held in an elevated position when the carriage or wagon is not being used. Simplicity and economy has been my great aim; and to this end I have provided a holder consisting of two parts, one part being supported on the axle by the ordinary clip and the other part being carried by the shaft.

In the accompanying drawings, Figure 1 represents the shafts held in an upright position by means of my improved holder. Fig. 2 is a detail view of one part of the support. Fig. 3 is a detail view of the plate pivoted to the shaft to engage the support on the axle.

In the drawings the axle of the vehicle is indicated at A and the ordinary axle-clip at B.

It will be understood that the device may be applied to any desired form of vehicle and may be used with a pair of shafts or a pole. An ordinary form of shaft is shown at C, this being pivoted at *a*. Secured to the axle by means of the clip is a projecting plate or tie *b*, which extends to the front, having a full bearing beneath the axle, but with one side of its front portion preferably cut away. Its outer end terminates in a notch or groove formed by a depression in the upper face of the tie

and an upturned lip. Pivoted to the under face of the shaft end is a plate 2, of angular shape, its free end extending to one side of the line of the shaft, so that its pointed end will be in line, as the shaft is raised, with the notched end of the tie-plate, and as it engages therewith the shaft will be held in an elevated position. The tie-plate is arranged to one side of the line of the shaft, so that it will not interfere with the shaft when in lowered position, and the supporting-plate carried by the shaft is made angular, so as to engage with the said tie-plate.

As the plate carried by the shaft is pivoted thereto, it is capable of being swung outside the line of the tie-plate in line with its cut-away portion, and so when it is desired to lower the shafts it is only necessary to take the pressure of the shafts from the tie-plate and the plate carried by the shaft, and then by swinging the shaft-plate aside the shafts may be lowered.

I claim as my invention—

In combination with the tie-plate secured to the axle of a vehicle and projecting horizontally therefrom and provided with a notched forward end, a cut-away portion, a shaft or pole, and an angular plate pivoted thereto and adapted to engage with the notched end of the tie-plate, substantially as described.

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

THOMAS SIGGINS.

Witnesses:

ANDREW J. WARD,  
JAMES D. CURTIS.