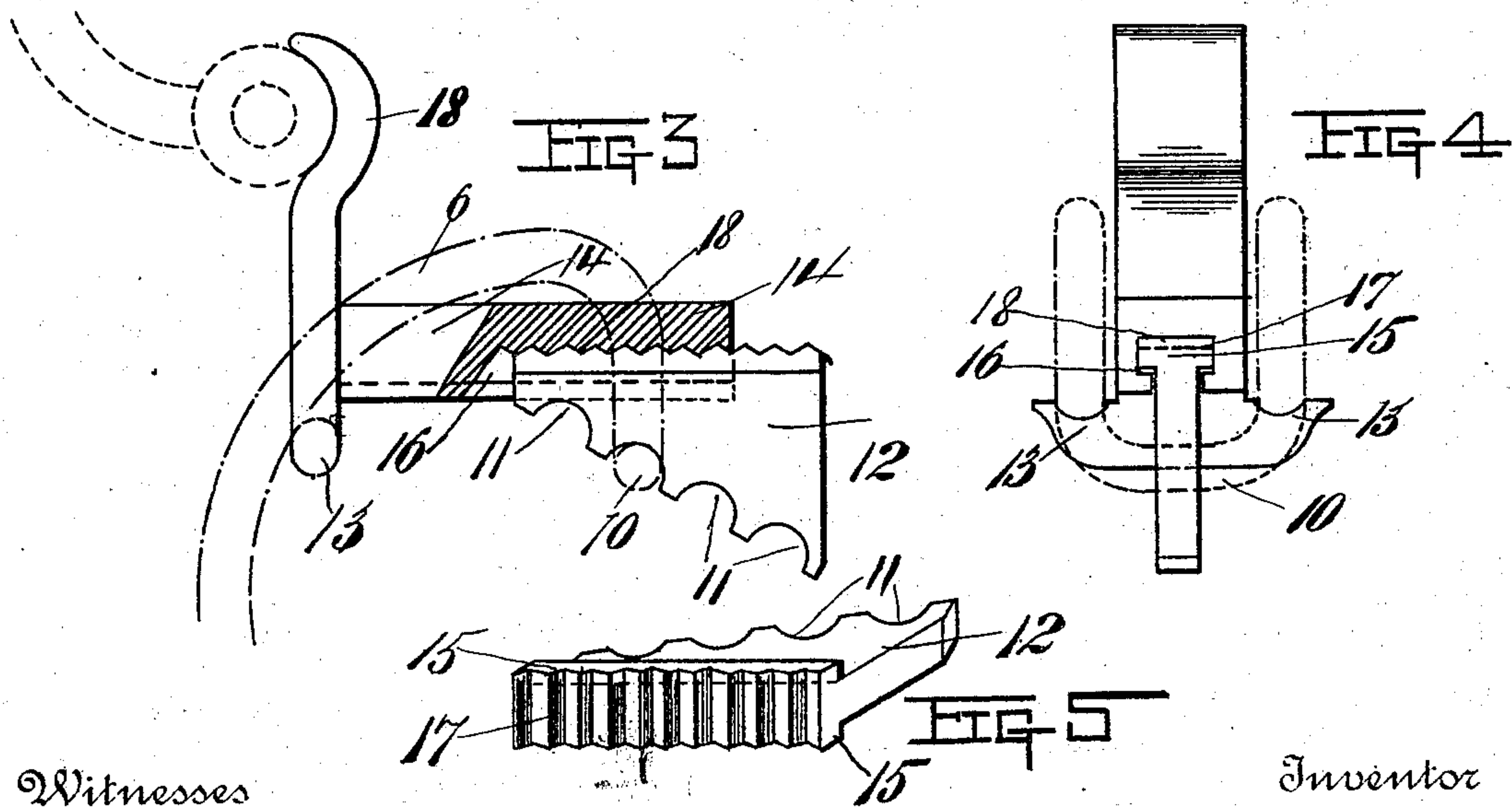
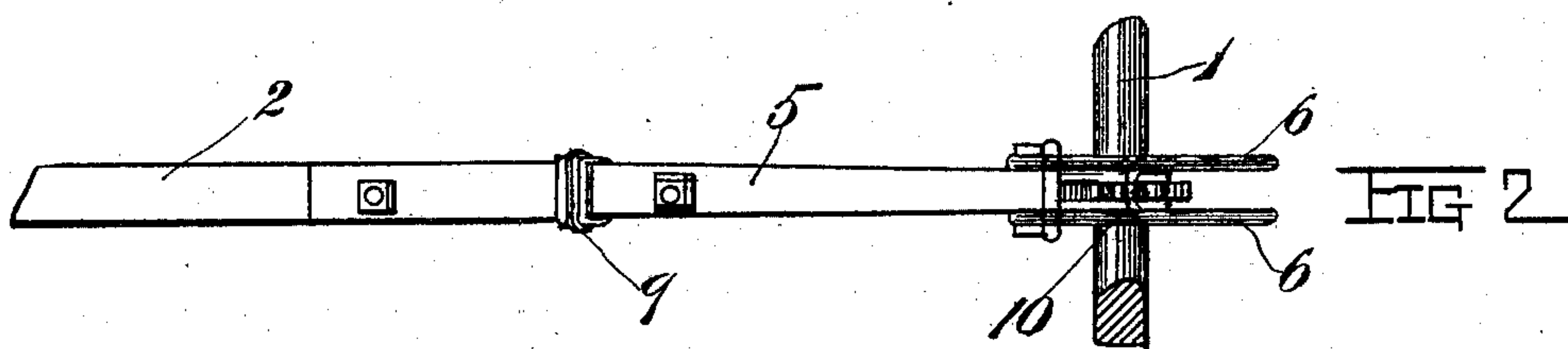
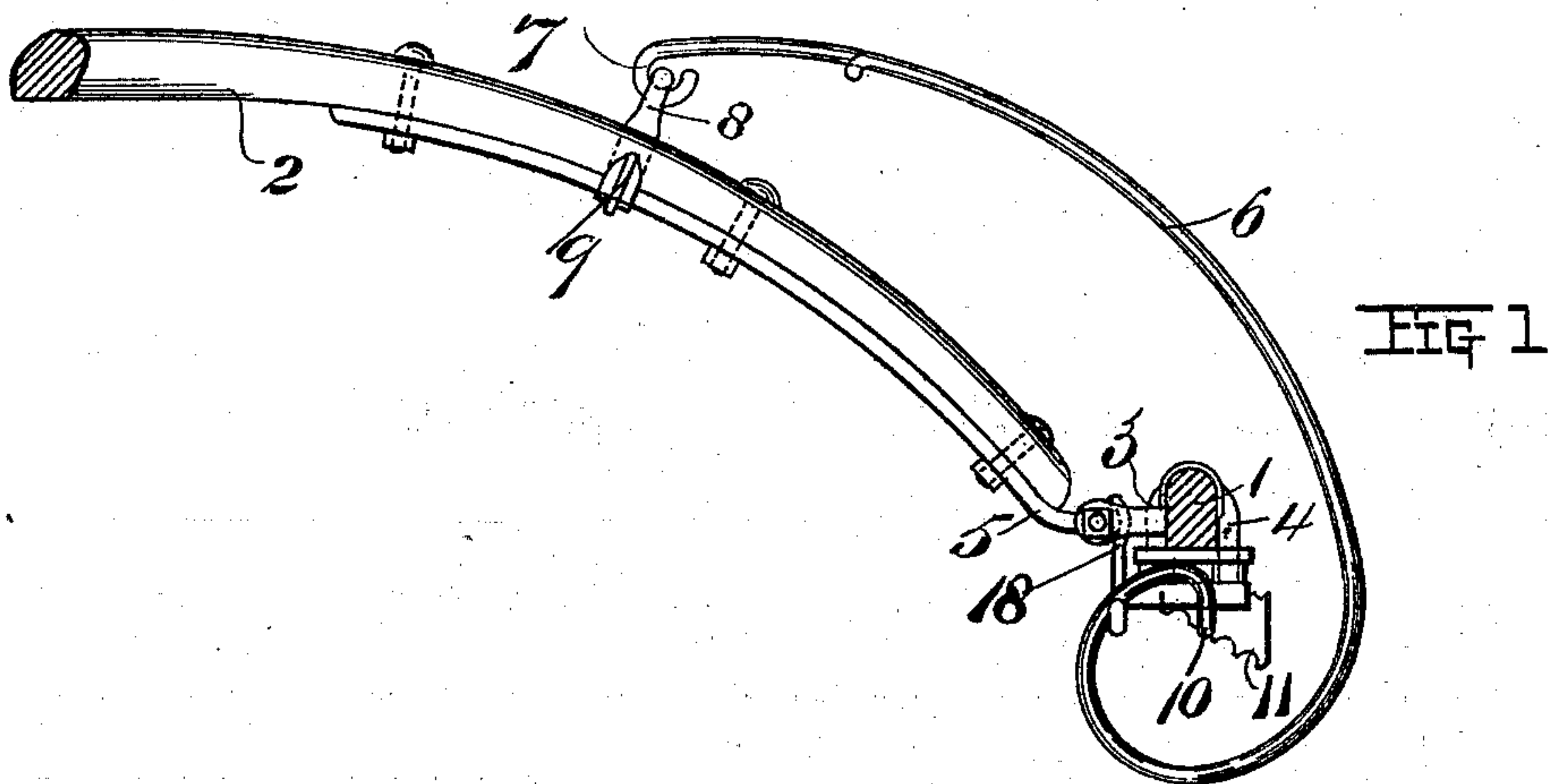


(No Model.)

G. G. F. BOSWELL.
THILL SUPPORT.

No. 503,644.

Patented Aug. 22, 1893.



Witnesses

Inventor

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Thompson & Pell

UNITED STATES PATENT OFFICE.

GEORGE G. F. BOSWELL, OF INDIANAPOLIS, INDIANA.

THILL-SUPPORT.

SPECIFICATION forming part of Letters Patent No. 503,644, dated August 22, 1893.

Application filed March 27, 1893. Serial No. 467,761. (No model.)

To all whom it may concern:

Be it known that I, GEORGE G. F. BOSWELL, a citizen of the United States, residing at Indianapolis, in the county of Marion and State of Indiana, have invented new and useful Improvements in Shaft-Supporter Tension-Adjusters, of which the following is a specification.

My invention relates to new and useful improvements in adjustable shaft supporters and consists in a tension adjusting device hereinafter set forth.

The object of my invention is to provide simple and effective means whereby the tension of the supporting spring for supporting the shaft may be regulated and adjusted readily. I attain this object by means of the device illustrated in the accompanying drawings, in which similar numbers of reference designate like parts throughout the several views.

Figure 1. is a side elevation of the apparatus showing a broken off portion of a shaft and the axle to which it is attached, and having the supporting spring and its tension adjusting device applied thereto. Fig. 2, is a plan of the same. Fig. 3. is an enlarged broken sectional detail view of the tension adjuster of the spring, and its holder. Fig. 4. is an end elevation of the same; and Fig. 5. is a perspective view of the tension adjusting wedge of the supporting spring.

The axle 1. of the vehicle has the shaft 2. pivoted thereto by means of the eye or fork 3. formed integral on the clamping strap 4. of the axle 1, and the strap 5. secured on the under side of the rear bent end of the shaft 2. in the usual well known manner peculiar to vehicle shafts. The supporting spring 6. of the shaft 2. has its free looped end 7, engaging the eye 8, of the shaft engaging hook 9, which latter hooks under the shaft to support it; as shown in Fig. 1. The looped fulcrum end 10 of the spring 6. rests in one of the notches 11, formed on the edge of the wedge shaped tension adjuster 12. and is fulcrumed and supported on the arms 13. formed on the holder 14. which holds or retains the tension adjuster of the shaft supporting spring.

The tension adjuster 12. is of a wedge form and has its T-head 15. adapted to fit into the

ways 16, formed in the tension adjuster holder. On the face of the T-head of the spring tension adjuster of the shaft supporter is formed a series of notches or pointed teeth 17, of a regular pitch which interlock and engage the similarly formed notches or teeth 18, formed in the way or recess 16, of the holder 14, and are provided for the purpose of preventing said wedge formed tension regulator or adjuster 12, from sliding or slipping longitudinally in its way 16, from the position to which it is set. The holder 14, is also provided with the upwardly projecting arm 18, which is forced by the supporting spring against the eye of the shaft strap 5, to prevent the latter from rattling in its pivotal connection.

It will be readily seen that to increase or decrease the tension of the supporting spring 6, all that is required to be done is to disengage the hook 9, from the shaft 2, to free said supporting spring, after which the tension adjuster 12, may be moved longitudinally backward or forward in its way 16, till the notches at either the thick or the thin edge of the wedge 12, engage the loop 10, of the supporting spring 6. thereby facilitating the adjustment of the tension of said spring without necessitating the removal of said shaft supporting spring from its natural position.

Having thus fully described the nature and construction of my invention, what I claim as new and useful, and desire to cover by Letters Patent of the United States therefor, is—

1. In a tension adjustment for shaft supporters, the combination with a vehicle axle, and the shaft pivoted thereto, of a spring holder beneath said axle and having outwardly projecting spring supporting arms, and an upwardly projecting retaining arm, a wedge piece adapted to be moved longitudinally in said holder, and a shaft supporting spring looped over said wedge and passing over said spring supporting arms, and having its free end supporting said pivotal shaft, substantially as set forth.

2. In a tension adjustment for shaft supporters, the combination with, a shaft supporting spring and its holder having the under side of its base or bearing plate recessed to form a T-way or dovetail longitudinal way,

said way having a series of notches or serrations formed on its bearing face, of a wedge piece having a T-head or dovetail adapted to loosely fit in said way and to be moved longitudinally therein, said wedge provided with
5 projecting teeth or serrations adapted to interlock and to engage the similarly formed teeth of the holder way, and having suitable spring engaging notches arranged along the
10 outer edge of and extending from the thick

to the thin edge of said wedge in regular graduations, substantially as and for the purpose set forth.

In testimony whereof I have hereunto set my hand in the presence of two subscribing
15 witnesses.

GEORGE G. F. BOSWELL.

Witnesses:

THOMPSON R. BELL,
FANNIE B. BOSWELL.