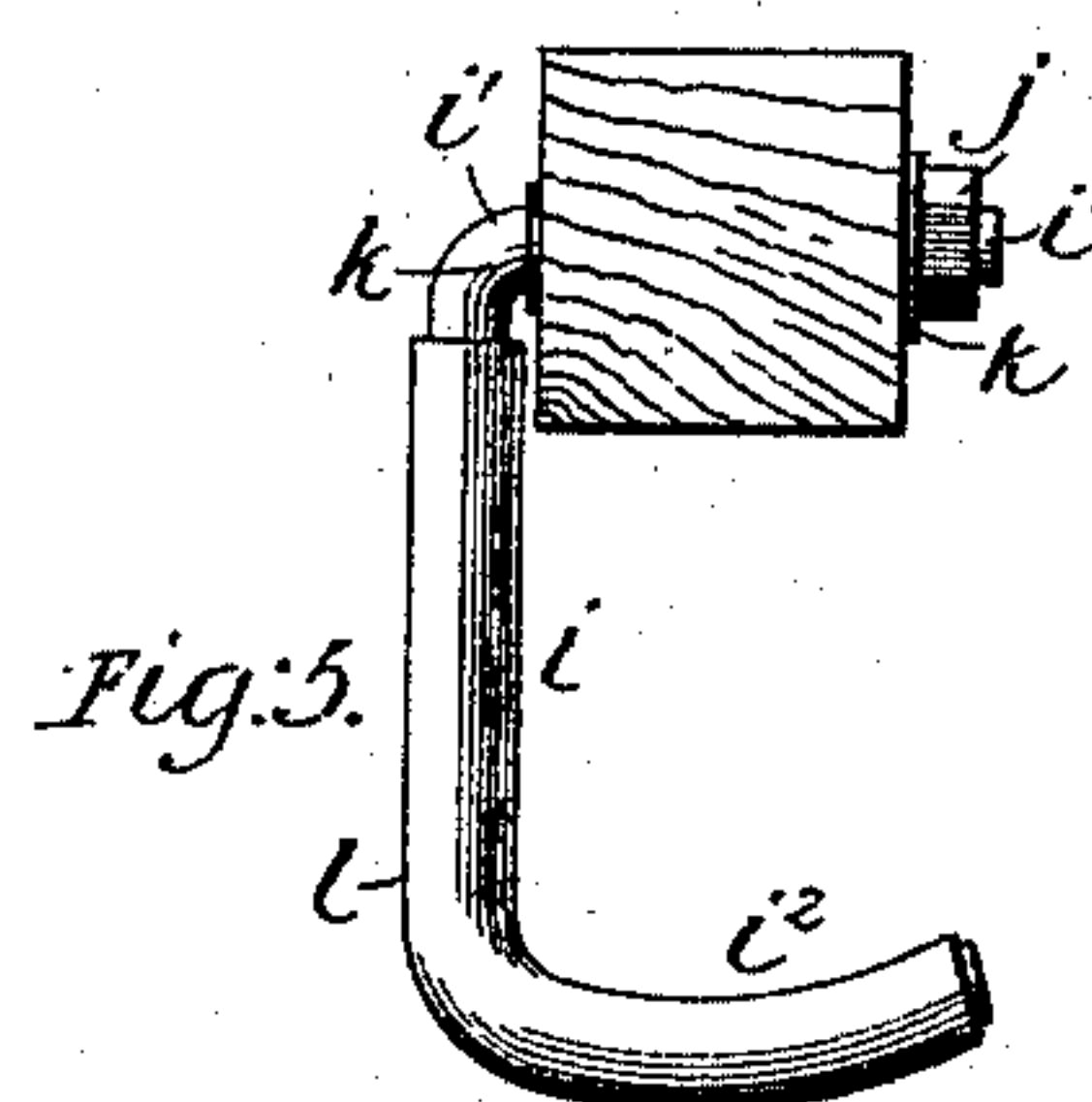
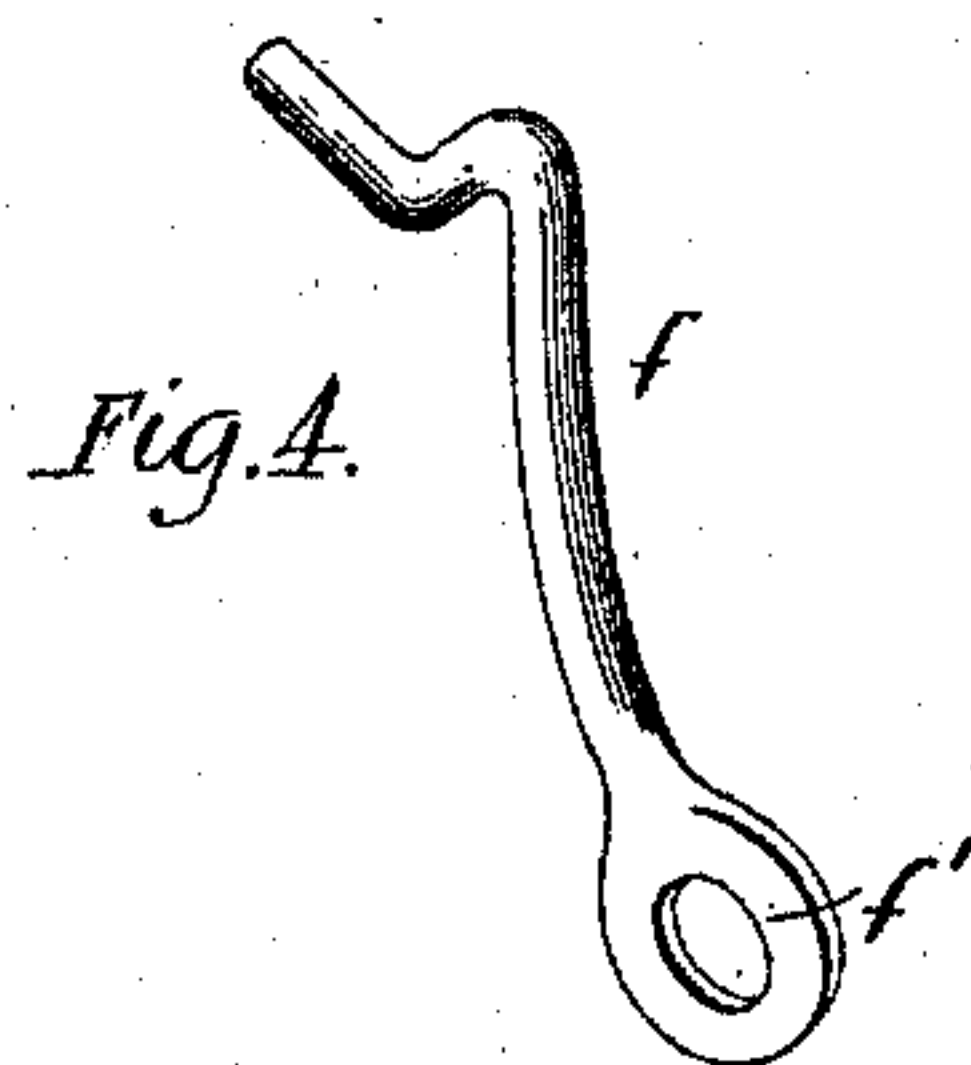
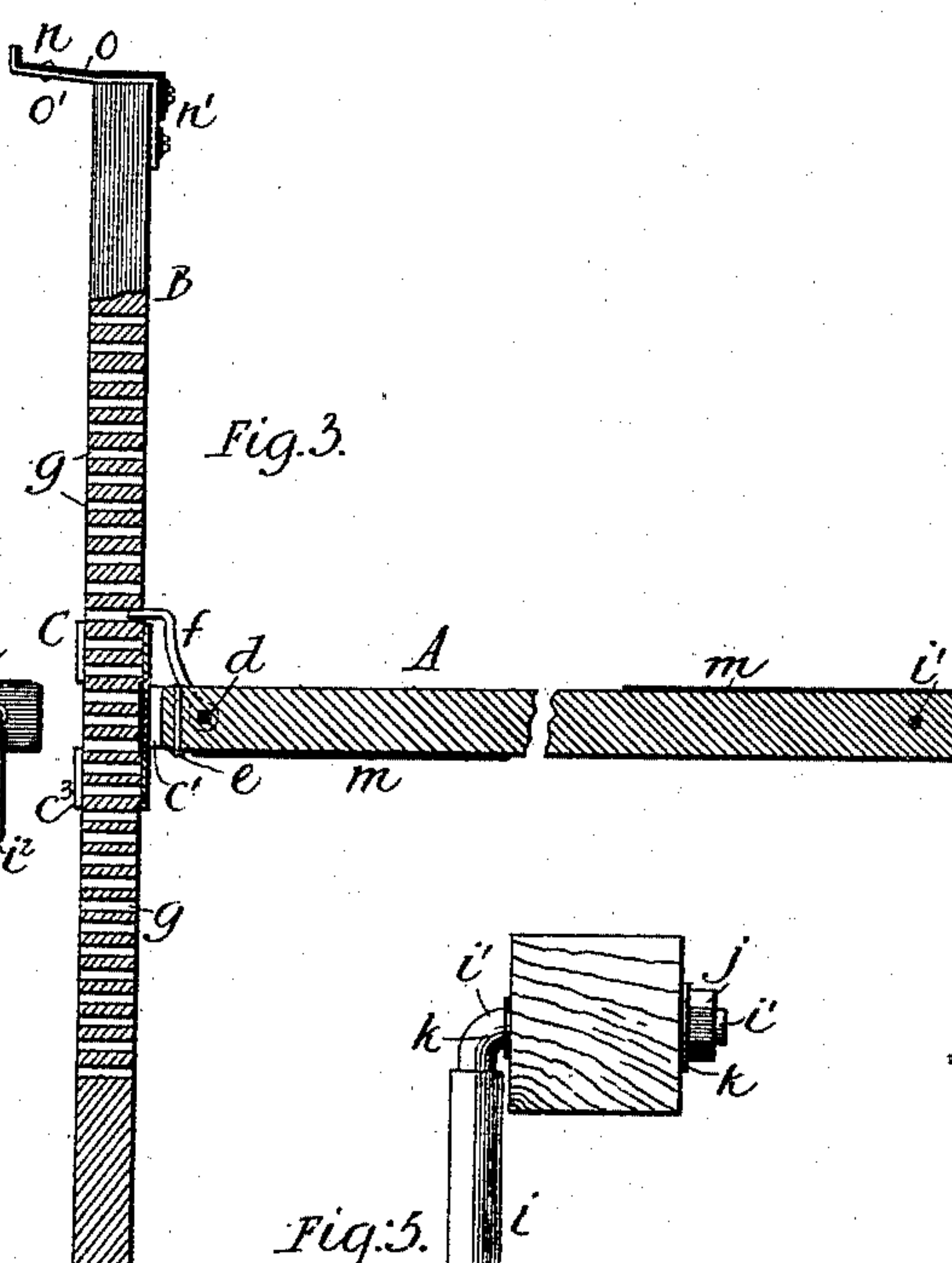
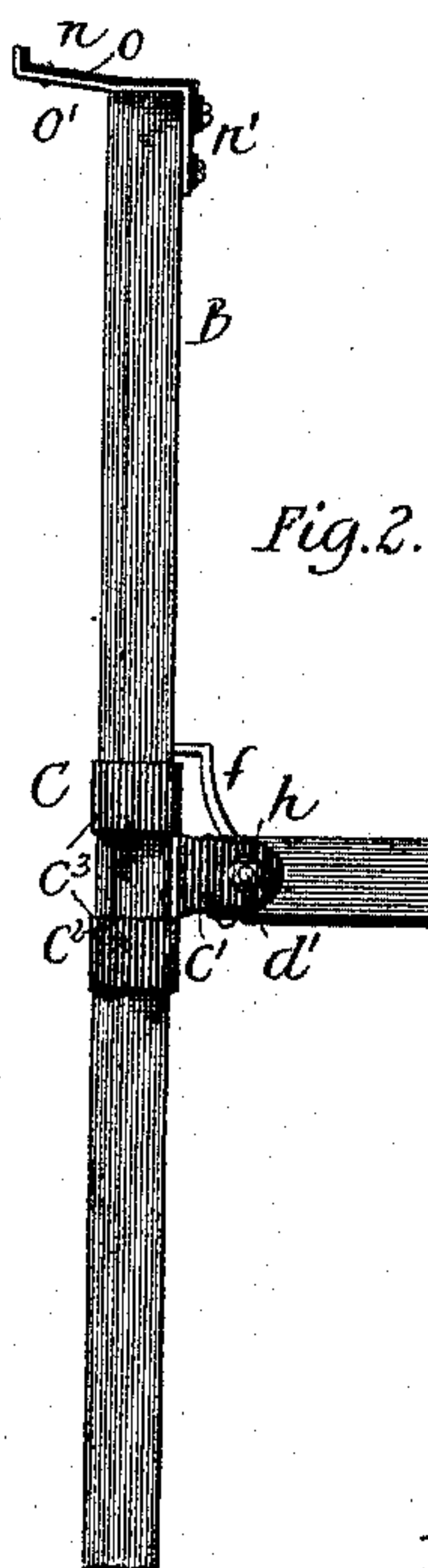
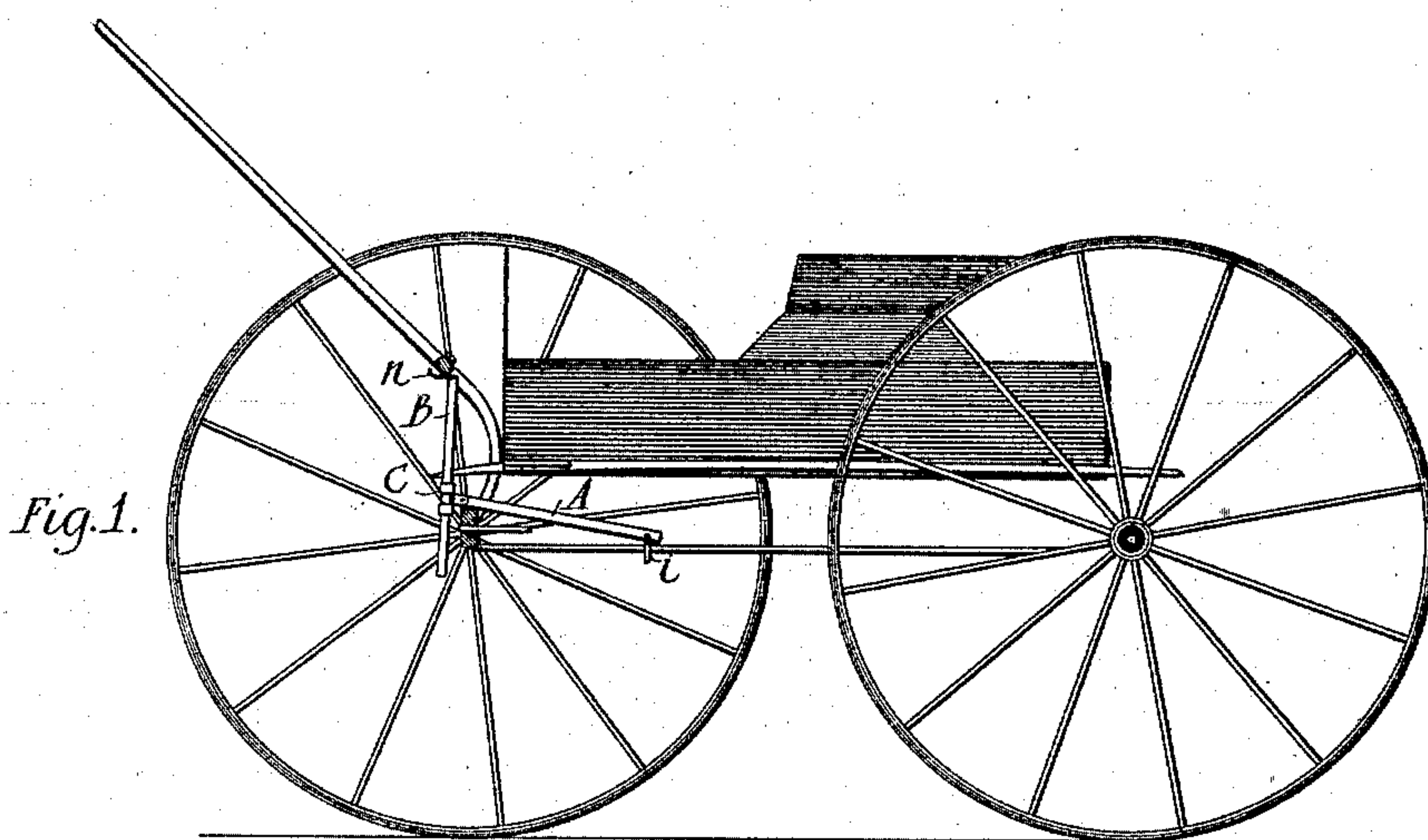


(No Model.)

J. E. DOLBER.  
THILL SUPPORT.

No. 526,691.

Patented Oct. 2, 1894.



Witnesses  
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# UNITED STATES PATENT OFFICE.

JOHN E. DOLBER, OF MANCHESTER, NEW HAMPSHIRE.

## THILL-SUPPORT.

SPECIFICATION forming part of Letters Patent No. 526,691, dated October 2, 1894.

Application filed December 29, 1893. Serial No. 495,033. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN E. DOLBER, a citizen of the United States, residing at Manchester, in the county of Hillsborough and State of New Hampshire, have invented certain new and useful Improvements in Supports for Vehicle-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 of reference marked thereon, which form a part of this specification.

My invention has reference to supporting devices for the shafts of wagons and carriages, the purpose being to maintain the shafts, when not in use, in an erect position in order that the wagon or carriage, as the case may be, will occupy less space in or about the stable or carriage house, and that the shafts will be free from marring and breakage and the vehicle be more conveniently moved. Heretofore in supports of this character, little attention has been directed to the essential feature of adjustability, whereby the same device may be readily and effectually utilized for all classes and sizes of vehicles, it being heretofore necessary to furnish to the market supports of different sizes for special application.

It is the object of this present invention to produce a support in which provision is made for adapting the same, by an adjustability of certain of the parts, to vehicles of all types and sizes, and at the same time to avoid a complicated construction which would necessarily increase the cost. The adjustability in this invention serves the double purpose of adapting the support to the vehicle, and of maintaining the shafts at any desired angle of elevation, as will fully appear hereinafter.

Generally speaking, my invention may be said to consist of two bars, one of which constitutes the shaft supporting standard, and the other, the means for supporting said standard. The connection between these two bars is such that one of them, which for convenience I will call the base bar, has a pivotal connection with the other bar or standard, at any desired position lengthwise of the latter. Means are provided for maintaining the adjusted relation of the two bars, and means in

connection with the base bar are also provided for permitting its engagement with a portion of the vehicle.

I will now describe in detail the construction and operation of my improved shaft support, and in connection with said description attention is called to the following drawings which form a part of this specification, and in which—

Figure 1 illustrates the application of my improved support to a vehicle. Fig. 2 is a side elevation of the support detached. Fig. 3 is a vertical central section of the same taken longitudinally, and Figs. 4 and 5 are detail views of certain of the parts.

Referring to the said drawings by letter, A denotes the base bar which is preferably square or rectangular in cross section and composed of any suitable kind of wood, or metal as preferred.

B is the standard which directly supports the shafts and is in turn supported by the base bar at various heights depending upon the degree of adjustment required. Connection between the two bars is had by means of a sleeve C which surrounds or partially surrounds the standard, and is provided with two ears *c'* between which one end of the base bar is pivotally secured. This sleeve is preferably, for the sake of economy, struck up from sheet metal which is formed with the cuts *c<sup>2</sup>* and then bent to form the sleeve portions *c<sup>3</sup>* and the ears *c'* just referred to. The inner end of the base bar is secured between the ears by a bolt *d* and nut *d'* and where wood is employed for the base bar I prefer to employ a bolt or rivet *e* adjacent to the bolt *d* and at right angles thereto to prevent splitting. The standard is movable longitudinally in the sleeve, and by this movement it is capable of adjustment with relation to the base bar for the purpose as before stated of adapting the device to different vehicles, and of supporting the shafts at any desired elevated position. The adjusted position of the standard is maintained by the engagement of a locking latch *f* with any one of a series of holes *g* made in the standard. This latch is formed with an eye *f'* which is pivoted on the bolt *d* and by this connection the latch is capable of being moved into or out of engagement with the holes *g*. The eye *f'* also serves



as a washer, and with the washer *h* interposed between one of the ears and the nut *d'* wear on the ears is reduced to the minimum. The construction of the latch permits of an automatic disengagement with the holes, when the standard is moved upward, and when in engagement a downward pressure operates to maintain the latch in locking position.

In the outer end of the base bar is pivoted a hook *i* which is preferably made from a piece of heavy wire bent to form the pivot *i'* and the hook portion *i''*. The outer end of the pivot is screw threaded to permit of the attachment of a nut *j*, and *k k* are washers on the pivot at each side of the base bar to reduce wear on the latter. The hook portion is preferably covered with a section of rubber tubing *l* to prevent marring the part of the carriage or wagon to which the same is connected, and the upper and lower side of the base for a portion of its length is covered at *m m* with leather, felt or rubber for a like purpose.

At the upper end of the standard is a step for the cross bar of the shafts, which is preferably made from strap iron, and secured or bolted at *n'* to the standard. The portion *n''* of the step which receives the cross bar is covered by a strip of rubber or other material *o*, riveted at *o'* and secured at *n'* as shown.

In the application of my device, the base bar is inserted between the body, and the axle or fifth wheel dependent upon the kind of vehicle, with the inner end of the bar resting on the axle tree, and the hook is passed around any convenient part of the vehicle, preferably the reach; or in certain types of vehicles, the outer end of the bar may abut against the bottom of the body. The base bar is thus held against vertical displacement and while in this position, the shafts are

raised to the desired elevation, and the standard moved upward until the step abuts against the cross bar of the shafts. The latch is then moved into engagement with the nearest hole, and the shafts are allowed to rest on the support. The hook being pivoted may be moved in any desired position for engagement with the most convenient part of the vehicle within its reach, and thus the application of the device becomes general and may be made to any existing type or size of vehicle.

The support is very simple in construction and operation, and consequently can be cheaply produced, and handled with ease and quickness. It is strong, durable, compact, and neat in appearance, and can be folded readily when not in use and for transportation.

I claim as my invention—

1. A support for the shafts of vehicles comprising a base bar having at one end a pivoted hook, a standard, a sleeve movable on said standard, pivotal connection between the sleeve and base bar, and means for locking the sleeve on the standard substantially as set forth.

2. A support for the shafts of vehicles comprising a base bar having at one end a pivotally secured hook, a standard having a plurality of holes, and at its upper end a step, a sleeve movable on the standard and having ears pivotally connected with the end of the base bar, and a pivoted latch on the sleeve for engagement with any one of the holes substantially as described.

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

JOHN E. DOLBER.

Witnesses:

GEO. W. PRESCOTT,  
FLORENCE M. DOLBER.