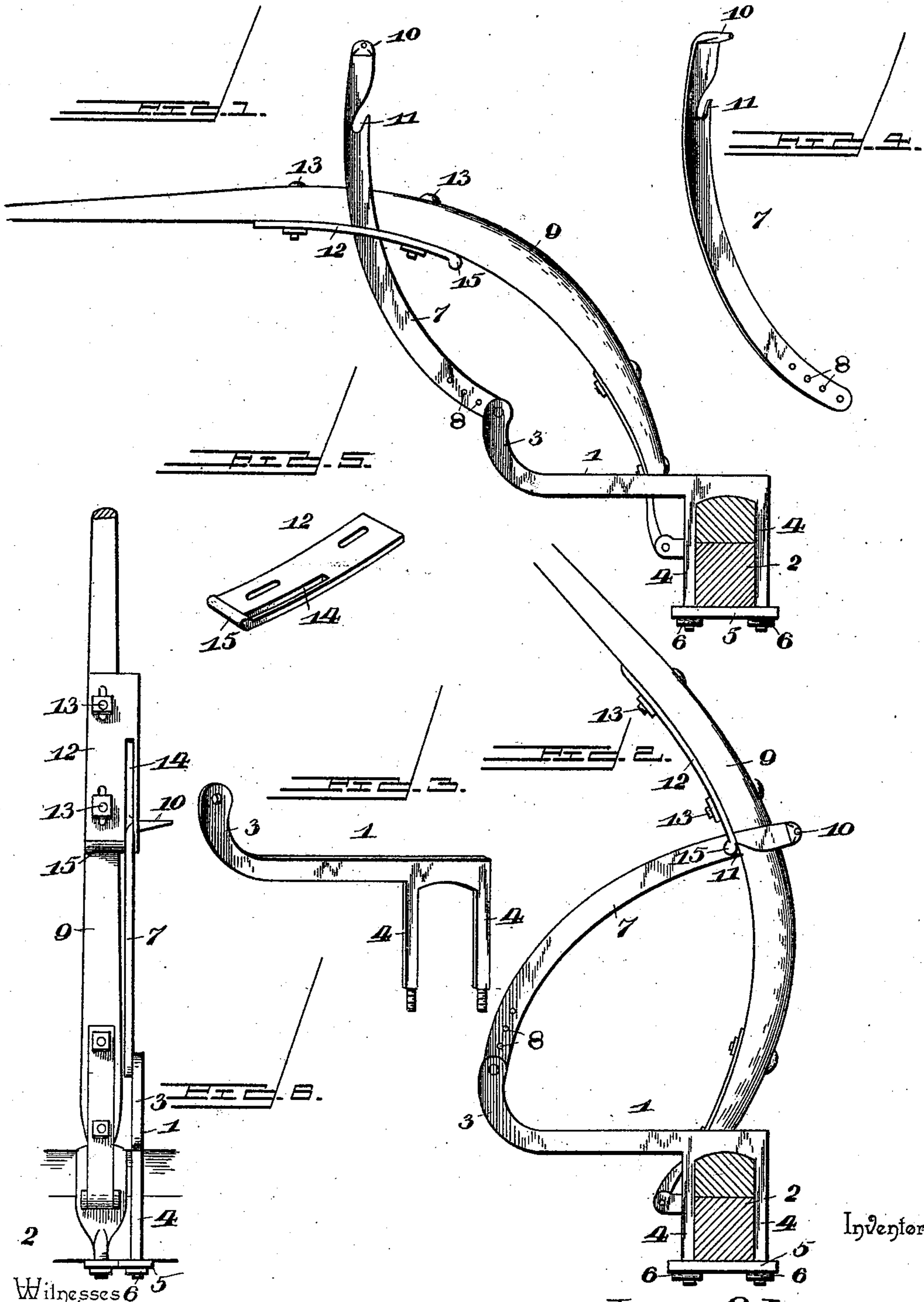


(No Model.)

J. Q. LEMMON.
THILL SUPPORT.

No. 551,126.

Patented Dec. 10, 1895.



Witnesses 6 5

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JAMES Q. LEMMON, OF LATROBE, PENNSYLVANIA.

THILL-SUPPORT.

SPECIFICATION forming part of Letters Patent No. 551,126, dated December 10, 1895.

Application filed July 29, 1895. Serial No. 557,438. (No model.)

To all whom it may concern:

Be it known that I, JAMES Q. LEMMON, a citizen of the United States, residing at Latrobe, in the county of Westmoreland and State of Pennsylvania, have invented a new and useful Shaft-Support, of which the following is a specification.

The invention relates to improvements in shaft-supports.

10 The object of the present invention is to improve the construction of shaft-supports, and to provide a simple and inexpensive one, which will be positive and reliable in operation and strong and durable, and which will
15 be automatic in its operation and adapted to be readily applied to a running-gear.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated
20 in the accompanying drawings, and pointed out in the claim hereto appended.

In the drawings, Figure 1 is a side elevation of a shaft-support constructed in accordance with this invention and shown applied
25 to a shaft, the latter being lowered. Fig. 2 is a similar view, the shaft being raised. Fig. 3 is a detail view of the bracket-arm. Fig. 4 is a similar view of the brace. Fig. 5 is a detail perspective view of the guide-plate or
30 keeper. Fig. 6 is front elevation of the shaft-support, the shaft being elevated.

Like numerals of reference indicate corresponding parts in all the figures of the drawings.

35 1 designates a horizontally-disposed bracket-arm, extending forward from a front axle 2 and having its front end 3 curved upward, and provided at its rear end with a pair of depending arms 4, arranged in front and rear
40 of the axle 2 and having their lower terminals threaded and connected by a tie-plate 5 and receiving nuts 6, whereby the bracket-arm is secured to the front axle. The upwardly-curved end 3 of the bracket-arm 1 has pivoted
45 to it the lower end of an upwardly-extending brace 7, which is provided with a series of perforations 8, whereby the brace may be adjusted to enable a shaft 9 to be held elevated in the desired position.

The upper end of the brace 7, which is 50 curved, is bent at right angles to form a handle 10, and it is provided a short distance below the handle with an inclined or downwardly-extending recess 11, which is adapted to engage a guide-plate or keeper 12, secured
55 to the shaft, whereby the shaft is maintained in its elevated position, as illustrated in Fig. 2 of the accompanying drawings.

The guide-plate or keeper 12 is curved to conform to the configuration of the rear portion of the shaft, and is arranged on the lower
60 face of the same, and is provided with substantially centrally-arranged longitudinal slots for the reception of attachment-bolts 13, and it projects laterally outward beyond the
65 shaft and is provided in the projecting portion with a longitudinal opening 14 to receive the brace 7. The rear edge of the plate 12 is enlarged and rounded to provide an engaging
70 portion 15, which fits in the recess or notch 11 of the curved brace 7.

When the shafts of a vehicle are lowered, the parts are arranged substantially as shown in Fig. 1 of the accompanying drawings, and as they are raised to an elevated position,
75 such as is shown in Fig. 2 of the accompanying drawings, the brace swings rearward and automatically engages the plate or keeper.

It will be seen that the shaft-support is exceedingly simple and inexpensive in construction, that it is strong and durable, and that
80 it is positive and reliable and automatic in operation.

Changes in the form, proportion, and the minor details of construction may be resorted
85 to without departing from the principle or sacrificing any of the advantages of this invention.

What I claim is—

The combination with an axle and a shaft, 90 of a shaft support comprising a horizontal bracket arm secured to the axle and extending forward therefrom, and curved upward at its front end, a curved plate secured to the lower face of the shaft and projecting laterally
95 therefrom and provided with an opening, and having a transverse rib 15, located at the back of the said opening, and a curved brace

arranged in the opening of the plate and piv-
oted at its lower end to the bracket arm and
provided at its upper end with a handle, and
having a recess or notch adapted to engage
5 the rib 15 of the plate automatically when the
shaft is raised, substantially as described.

In testimony that I claim the foregoing as

my own I have hereto affixed my signature in
the presence of two witnesses.

JAMES Q. LEMMON.

Witnesses:

JOHN C. BORTS,
GEO. W. MAHANEY.