





# UNITED STATES PATENT OFFICE.

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## SHAFT-SUPPORT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 698,489, dated April 29, 1902.

Application filed May 31, 1901. Serial No. 62,561. (No model.)

*To all whom it may concern:*

Be it known that I, JOSEPH HENRY GREGORY, a citizen of the United States, residing at Morris Plains, in the county of Morris, State of New Jersey, have invented certain new and useful Improvements in Shaft-Supports; and I do hereby 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.

This invention relates to supports for vehicle-shafts; and it has for its object to provide a cheap and simple device which may be engaged over the bolster of the vehicle and under the body to hold the shafts raised, and which will take up little room when in operative position, and which when removed from the vehicle may be folded to occupy a very small space.

In the drawings forming a portion of this specification, and in which like numerals of reference indicate similar parts in the several views, Figure 1 is a vertical section through the front portion of a vehicle and showing the support in its operative position. Fig. 2 is an elevation showing the device removed from the vehicle and folded, one side of the connecting-link between the base and the upright being partly broken away. Fig. 3 is a detail sectional view showing the front portion of the base with a portion of the upright and illustrating the stop for holding the upright against forward movement from its operative position.

Referring now to the drawings, the present support consists of a base 5, which is in the form of an arcuate beam and which is adapted to be inserted between the forward portion of the body of a vehicle and a bolster, so as to rest upon the bolster with its forward portion and to lie with its rear end against the under side of the body, although it will be understood that the beam may be otherwise engaged with the running-gear of the vehicle, so that the forward end thereof will be held securely against downward movement. With the beam engaged as described and as shown in Fig. 1 of the drawings and the shafts raised the cross-bar 10 of the shafts is engaged by the upright 11 of the support to hold the bar against forward and downward swinging movement. To hold the upright in its oper-

ative position, links 13 and 14 are disposed with their upper ends against the sides of the upright at a point above the lower end of the latter and are pivotally connected thereto by means of a bolt 16, passed through the links and the upright, and the opposite ends of the links are disposed against the sides of the beam 5 and are pivotally connected thereto by means of a bolt 17, passed through the links and the beam, the beam having a number of perforations 18 therein to interchangeably receive this last-named bolt to hold the upright at different points of the length of the beam. The upright in its operative position stands upon the beam, and to hold the upper end of the upright against forward displacement a stop-bolt 19 is engaged with the links and against which the lower end of the upright is adapted to lie, so that it is held against rearward movement. When the beam is in its operative position, in order to hold the front end at its proper elevation under certain conditions a block 20 is provided which has a tongue 21 at its lower end for engagement in a socket 22 in the beam. The block or post is adapted to engage the under side of the body of the vehicle, as shown in Fig. 1.

When the support is removed from its operative position, the upright may be folded rearwardly to lie upon the beam.

What is claimed is—

1. A shaft-support comprising a beam, links pivoted to opposite sides of the beam and adjustable thereon, an upright pivoted to the opposite ends of the links and between them at a point above the lower end of the upright to permit the upright to stand with its lower end upon the beam, and a stop connecting the links above the beam and in the path of rearward movement of the lower end of the upright to limit the forward movement of the upper end of the upright.

2. A shaft-support comprising a beam having a plurality of transverse perforations, links disposed against the sides of the beam and having a pivot-bolt engaged with the perforation and adapted for engagement with the whole number of perforations interchangeably, an upright pivoted between the upper ends of the links at a point above its lower end, said upright being adapted to stand

with its lower end upon the beam, and a bolt engaged with the links in the path of rearward pivotal movement of the lower end of the upright to form a stop therefor and prevent forward movement of the upper end of the upright.

In testimony whereof I hereunto sign my

name, in the presence of two subscribing witnesses, on the 9th day of May, 1901.

JOSEPH HENRY GREGORY.

Witnesses:

JOHN SMITT,

JOSEPH ROBERT VANDERHOOF.