No. 816,027. PATENTED MAR. 27, 1906.

C. J. MURPHY.

SHAFT SUPPORT.

APPLICATION FILED SEPT. 2, 1905.

Fig. 1.

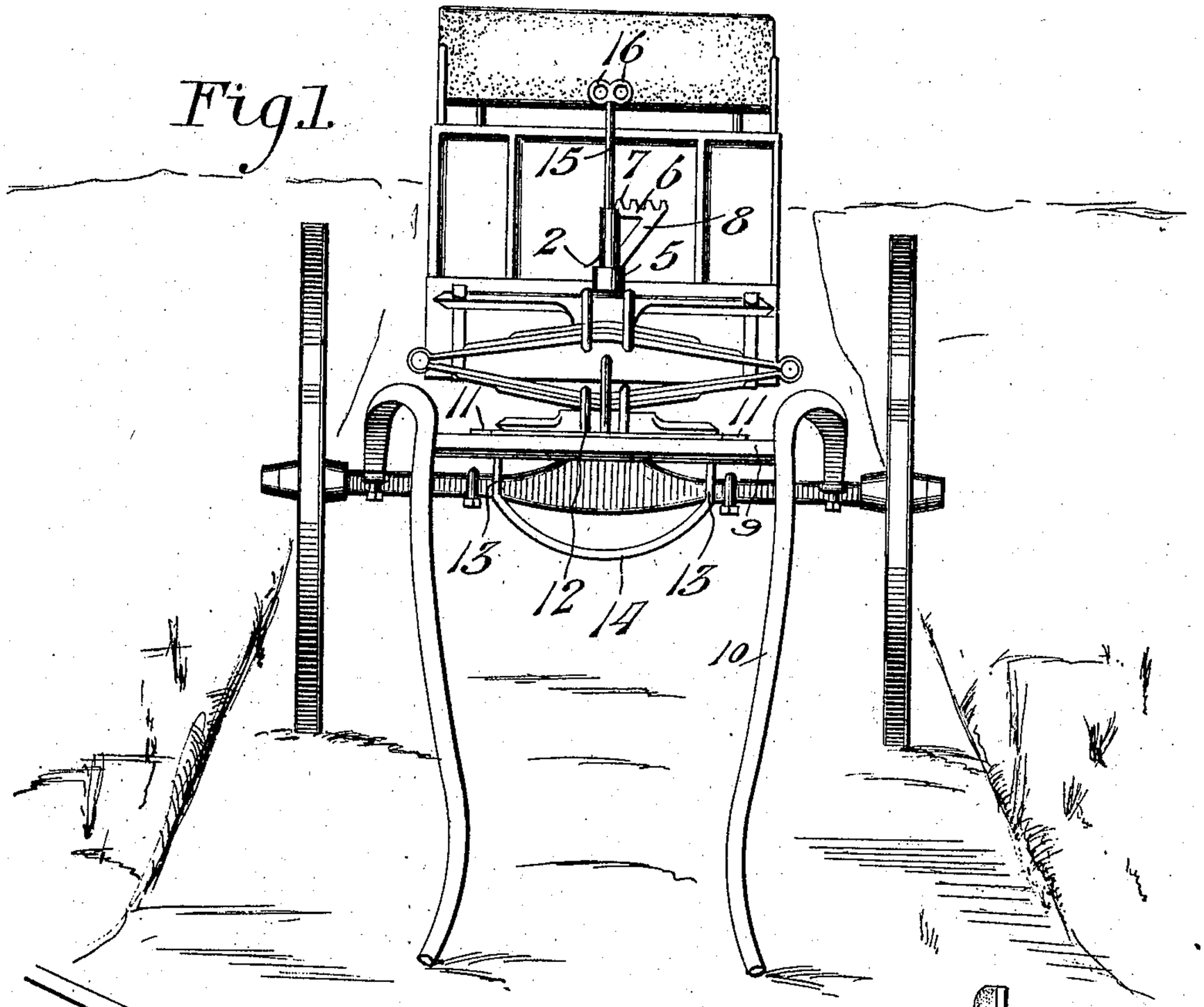



Fig. 2.

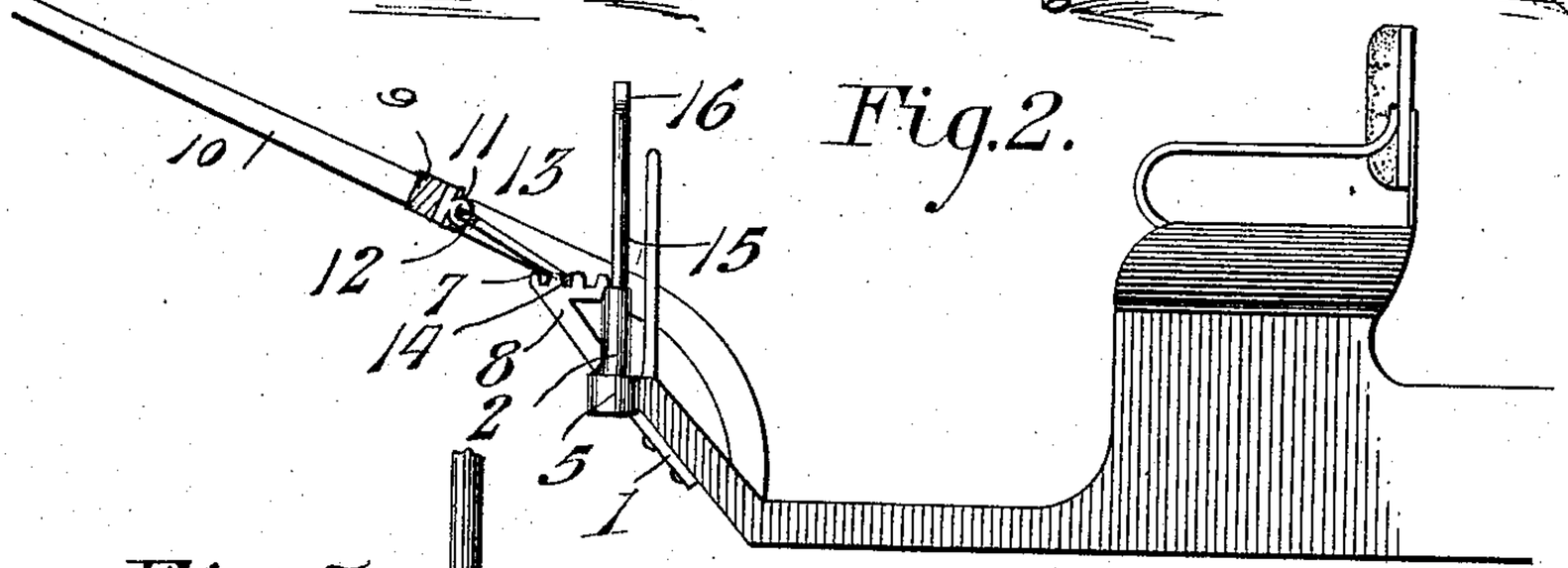



Fig. 3.

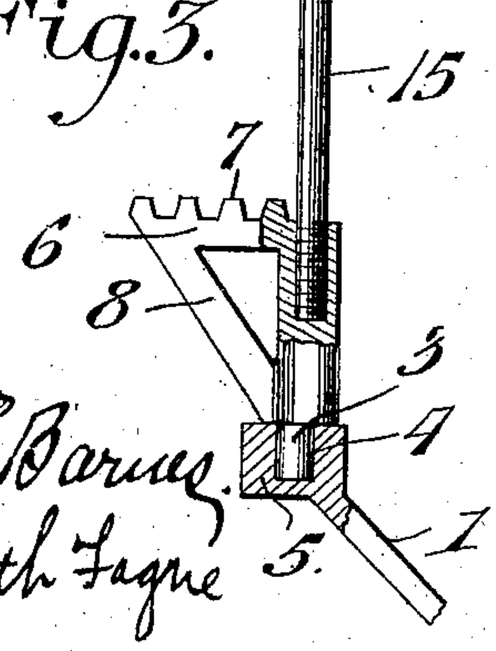
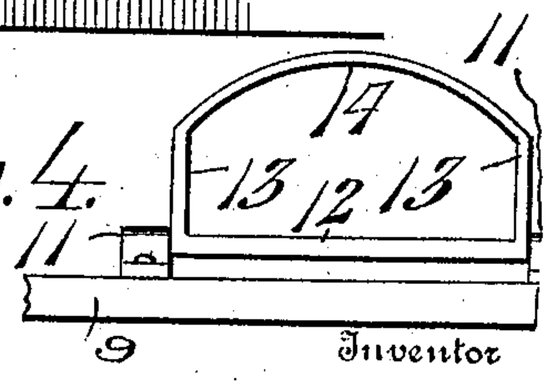



Fig. 4.




Witnesses
Phil. E. Barnes.
Elizabeth Fagne

Inventor
Charles J. Murphy.
By Victor J. Evans
Attorney

# UNITED STATES PATENT OFFICE.

CHARLES JAMES MURPHY, OF ANNAPOLIS, MARYLAND.

## SHAFT-SUPPORT.

No. 816,027. Specification of Letters Patent. Patented March 27, 1906.

Application filed September 2, 1905. Serial No. 276,818.

*To all whom it may concern:*

Be it known that I, CHARLES JAMES MURPHY, a citizen of the United States, residing at Annapolis, in the county of Anne Arundel and State of Maryland, have invented new and useful Improvements in Shaft-Supports, of which the following is a specification.

The invention relates to an improvement in shaft-supports designed particularly for use in maintaining the shafts in elevated position when not in use.

The main object of the present invention is the production of a shaft-support which is at all times ready for use and so constructed as to support the shafts at any desired height, thereby permitting its use for properly supporting the shafts when backing the animal therein as well as at their extreme height when not desired for use.

The preferred details of construction will be described in the following specification, reference being had particularly to the accompanying drawings, in which—

Figure 1 is a front elevation of a vehicle, illustrating the application thereto of my improved shaft-support. Fig. 2 is a partial side elevation of the same, the shafts being shown in elevated position. Fig. 3 is a detail elevation, partly in section, of the bracket member of the support. Fig. 4 is a plan of the latch member of the support.

Referring particularly to the drawings, wherein similar reference-numerals indicate like parts throughout the several views, my improved shaft-support comprises two members—a bracket member designed to be secured to the vehicle-body and a latch member designed to be secured to the shafts.

The bracket member comprises a supporting-plate 1, designed to be secured to the vehicle-body centrally of and immediately beneath the dashboard. A barrel or circular post 2 is rotatively mounted in the plate 1 through the medium of a reduced end 3 of the post fitting within a recess 4, formed in the enlarged end 5 of the plate, said enlarged portion 5 projecting at an angle to the plate proper, whereby to support the post directly in front of and slightly in advance of the dashboard. An arm 6 projects forwardly at right angles from the upper end of the post and is formed on its upper edge with a series of serrations or teeth 7, which may be in any desired number. The free end of the arm is preferably braced by a brace 8, extending to and connected with the lower end of the post.

The cross-bar 9 of the shafts 10 is provided near each end with a bearing-lug 11, in which is pivotally supported the latch member referred to. The latch member comprises a longitudinal bar 12, provided near each end with a short bar 13, projecting at right angles to the bar 12 and connected at their outer ends by what I term the "latch-bar 14," preferably of arcuate or semicircular form. The ends of bar 12, projecting beyond the bars 13, are mounted in the lugs 11, forming pivotal supports for the latch member, as will be obvious.

In use the shafts are supported by engaging the latch-bar 14 with either of the teeth 7 of the bracket member, whereby the shafts are supported at the desired height from the ground. The plurality of teeth provided permits a variety of adjustment in the relative height of the shafts, thereby adapting the support for use when desired to maintain the shafts at the extreme height or at a height convenient for securing the animal thereto.

Owing to the pivotal mounting of the post in the supporting-plate, the bracket member may be swung against the dashboard when not desired for use, as will be evident.

By virtue of the shape of the latch-bar 14 the same may be readily connected with the bracket member without regard to the relative angle of the shafts to the vehicle-body, so that the support may be used when the front wheels are turned as far as possible from the direct line or at any intermediate point.

In connection with the shaft-support described I contemplate the use of a rein-support comprising a rod 15, having threaded connection at its lower end with the post 2 and of a length to extend above the dashboard. The upper end of the post is provided with a plurality of rings 16, through which the reins are to be passed. The rings are at sufficient elevation to prevent interference by the animal with the reins and close together to permit a proper handling of both reins in one hand, if desired. The rod 15 may be readily removed from the post when desired, enabling the driver to dispense with its use at any time and yet readily position it for use with extreme convenience.

The shaft-support described is simple and inexpensive in construction and is adapted to be turned out of the way when not desired for use.

Having thus described my invention, what

I claim as new, and desire to secure by Letters Patent, is—

1. A shaft-support comprising a bracket member adapted to be secured to the vehicle-body, and a latch member adapted to engage the bracket member, said latch member having an arcuate latch-bar curved to prevent disconnection from the bracket member in turning the axle of the vehicle.

2. A shaft-support comprising a bracket member adapted to be secured to the vehicle-body, and an arcuate latch-bar adapted for connection to the vehicle-shafts, said bar being of a length to permit its engagement with the bracket when the shafts are at any angle to the vehicle-body.

3. A shaft-support comprising a bracket member adapted to be secured to the vehicle-body, said member being movably mounted relative to the body and formed with a series of teeth projecting at right angles to the body of the member, and an arcuate latch-bar arranged for pivotal connection with the shafts and adapted to engage either of said teeth.

4. A shaft-support comprising a bracket member including a supporting-plate adapted to be secured to a vehicle-body, a post revolubly supported in said plate, an arm projecting forwardly and at right angles to said post, said arm being formed with a series of teeth, and a latch member supported by the shafts and including a curved bar adapted to engage either of said teeth.

5. A shaft-support comprising a bracket member adapted to be secured to the vehicle-body, a latch member supported by the shaft and adapted to engage the bracket member, and a rein-support having threaded connection with the bracket member.

6. A shaft-support comprising a bracket member adapted to be secured to a vehicle-body, and a latch member supported by the shafts and adapted to engage the bracket member, in combination with a rein-support removably connected to the bracket member.

7. A shaft-support comprising a bracket member adapted to be secured to the vehicle-body, a latch member supported by the shaft and adapted to engage the bracket member, and a rein-support having threaded connection with the bracket member, said rein-support comprising a rod formed at its upper free end with a plurality of rein-receiving rings.

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

CHARLES JAMES MURPHY.

Witnesses:

JULIAN BREWER,

S. R. ABBOTT.