

D. A. EPPERSON.  
 Shaft-Support for Vehicles.

No. 226,049

Patented Mar. 30, 1880.

Fig. 1.

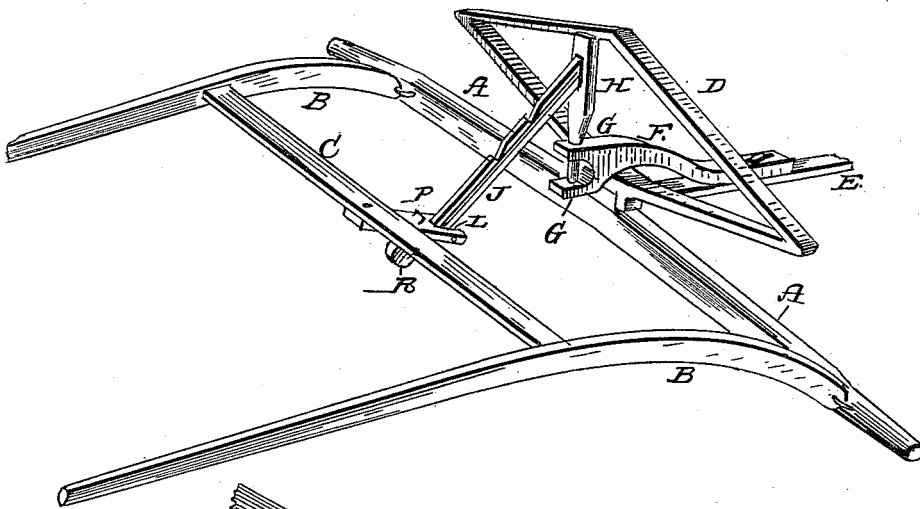


Fig. 2.

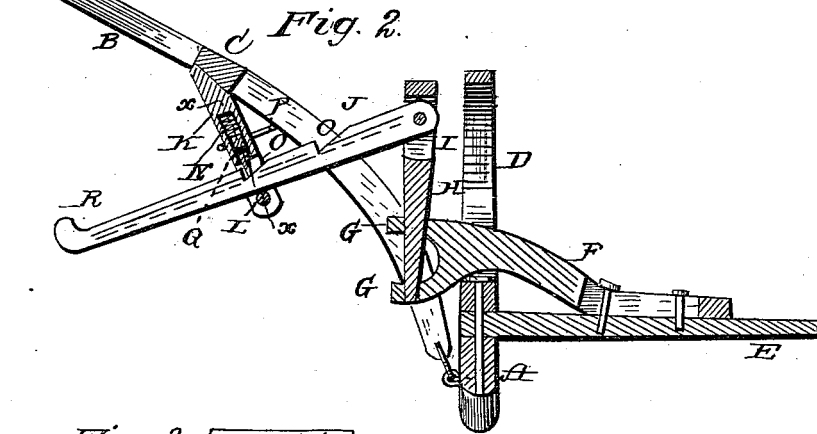
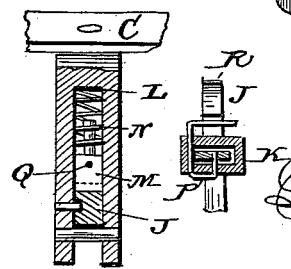


Fig. 3.



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# UNITED STATES PATENT OFFICE.

DAVID A. EPPERSON, OF HAUBSTADT, INDIANA.

## SHAFT-SUPPORT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 226,049, dated March 30, 1880.

Application filed January 31, 1880.

To all whom it may concern:

Be it known that I, DAVID A. EPPERSON, of Haubstadt, in the county of Gibson and State of Indiana, have invented certain new and useful Improvements in Shaft-Supports for Vehicles; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

Figure 1 is a perspective view. Fig. 2 is a longitudinal sectional view, and Fig. 3 is a cross-section taken through the lock on the line *x x*, Fig. 2.

Corresponding parts in the several figures are denoted by like letters of reference.

This invention relates to devices for supporting the shafts of buggies or other vehicles at any desired elevation; and it consists in the improved construction and arrangement of parts, which will be hereinafter fully described, and particularly pointed out in the claims.

In the annexed drawings, A represents the axle of a buggy or other vehicle. B B are the thills or shafts, and C the cross-bar connecting the latter. D is the front spring, and E the reach-bar or coupling. F is a bracket secured upon the coupling E, and extending in front of the spring, where it is provided with two arms, G, located one above the other and forming bearings for a vertical standard, H, which is fitted loosely, so as to be capable of turning in its said bearings. At its upper end the standard H is provided with a vertical slot, I, in which is pivoted a lever, J, extending downward and forward between the thills.

The locking device, by which I secure the thills at any desired elevation, consists of a box or casting, K, secured to the cross-bar C, and provided with a vertical slot, L, for the accommodation of the lever J, the free end of which slides in said slot. In the box or casting K, above lever J, is adjusted a latch, M, operated by a spring, N, and adapted to engage one of a series of notches, O, in lever J.

P is a suitably-constructed catch or trigger passing through the box K, and projecting upon the front and rear sides of the latter. Said trigger, when moved in a forward direction, is adapted to engage an opening or eye, Q, in the latch M, which is thereby retained in an elevated position and prevented from engaging the notches in lever J. By moving the trigger back the latch is released for operation.

The ends of trigger P, it will be observed, project upon the front and rear sides of box K, so that it may be operated automatically by contact with a knob, R, upon the front end of lever J and with the upper end of standard H, respectively.

From the foregoing description, taken in connection with the drawings hereto annexed, the operation and advantages of my invention will be readily understood.

When the thills are lowered the front end of the trigger is acted upon by the knob at the front end of lever J, thereby keeping the device in position for operation. The thills, when raised, may be retained in any desired position by engagement of the spring-latch with one of the notches in lever J.

To lower the thills, they are first raised sufficiently to raise the spring-latch out of the notch which it at the time engages, when the trigger may be moved or pushed forward, so as to retain the latch in such elevated position, in which it offers no obstruction to the lowering of the thills; or the trigger may be operated by raising the thills to their full capacity, when the rear end of the latch will be acted upon by the top of standard H with the result mentioned.

My invention is simple and may be easily attached to any ordinary vehicle, and it will be observed that the standard H being pivoted in its bearings, no resistance is offered to the turning of the front axle in turning the vehicle.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

1. In a shaft-supporter for vehicles, the combination of the pivoted standard H and

notched lever J, pivoted to the upper end of  
said standard, with a suitably-constructed  
lock secured to the cross-bar of the thills to  
engage the said notched lever, as set forth.

5 2. The combination of the pivoted standard  
H, notched lever J, having knob R, and the  
lock consisting of the box K, spring-latch M,  
having eye Q, and trigger P, projecting in front  
and rear of box K, all arranged and operating  
10 as and for the purpose set forth.

In testimony that I claim the foregoing as  
my own I have hereto affixed my signature in  
presence of two witnesses.

DAVID A. EPPERSON.

Witnesses:

JOSEPH N. REEL,  
FRANK J. ZILIAK.