(No Model.)

I. V. HICKS.

ADJUSTABLE SLEIGH SHAFTS.

No. 307,302. Patented Oct. 28, 1884.

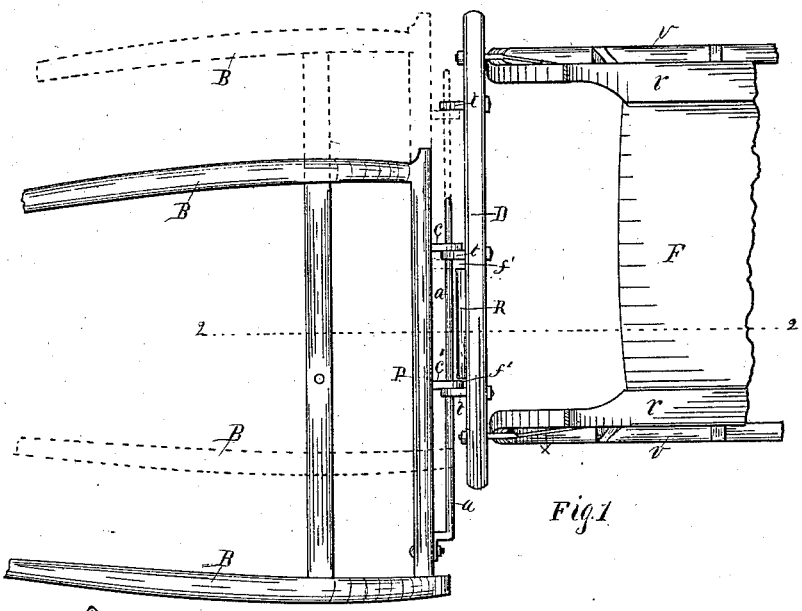

Fig. 1

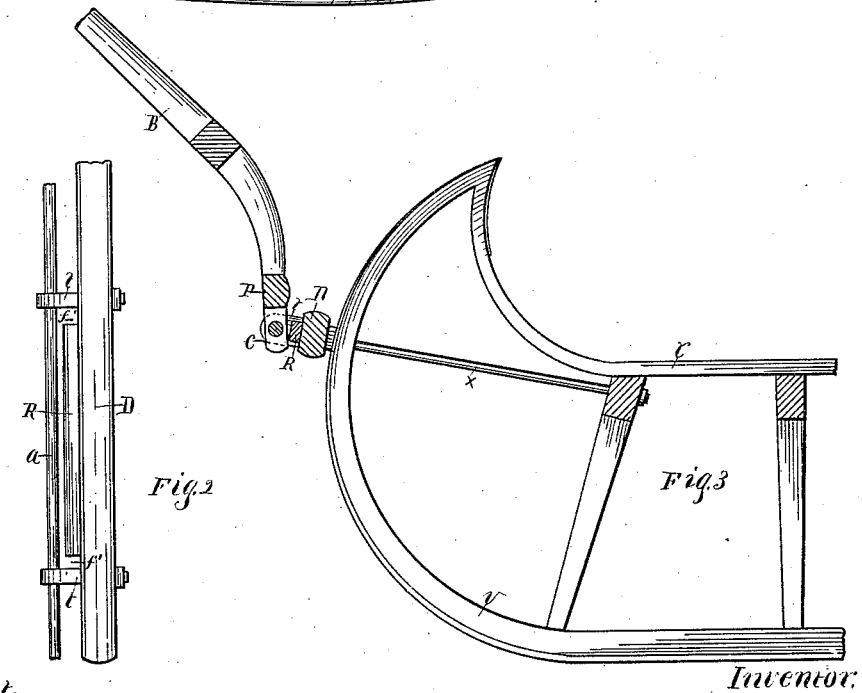

Fig. 3

Fig. 2

Witnesses.
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UNITED STATES PATENT OFFICE.

IRA V. HICKS, OF KALAMAZOO, MICHIGAN.

ADJUSTABLE SLEIGH-SHAFT.

SPECIFICATION forming part of Letters Patent No. 307,302, dated October 28, 1884.

Application filed April 24, 1883. (No model.)

To all whom it may concern:

Be it known that I, IRA V. HICKS, a citizen of the United States, residing at Kalamazoo, county of Kalamazoo, State of Michigan, have invented a new and useful Adjustable Shaft for Sleighs, of which the following is a specification.

My invention consists in an improved construction of sleigh-shafts, whereby their use is facilitated and greater safety and simplicity secured.

In the drawings forming a part of this specification, Figure 1 is a top view of the device connected with a sleigh; Fig. 2, a detached part enlarged, and Fig. 3 a side and sectional view on line 2 2 in Fig. 1.

F is a sleigh, and B a shaft or thill. The draw-bar D, secured to the sleigh, is provided with three eyes, *t*, in position shown in Fig. 1. Between two of said eyes, on the front side of the draw-bar D, is secured a plate, R, of such a length that a space or recess, *f'*, is formed between each end thereof and the eyes *t*. The shaft B is provided with supports *c c'*, and a coupling-rod, *a*, secured at one end to the thill or shaft and located through said supports *c c'*. The coupling-rod *a* is loosely located in the eyes *t*, two or three at the time, according to the position of the shaft B. One end of said rod *a* is left free, and extends a little beyond the support *c*. The coupling-bar support *c'* serves as a lock by entering a recess, *f'*, Fig. 1, thus holding the shaft from getting out of place.

In Fig. 1 the shaft B is shown in the position used when the horse travels in one of the sleigh-tracks.

In the operation of adjusting the shaft, when desiring that the horse shall travel between the tracks in well-beaten roads, where there is no center ridge, the shafts B are raised to the position shown in Fig. 3, (which throws the lock *c'* out of the recess, and to such an angle that it will pass by the plate R,) then slid over to the position shown in Fig. 1 by dotted lines, and lowered to its used position again. This movement throws the lock *c'* into the other recess *f'* and the free end of the coupling-rod *a* into the third eye, *t*, before unused.

The shaft B may be readily shifted, when the horse is hitched to the sleigh, by raising up on the rear end of the sleigh until the lock *c'* and recess *f'* are in the same position to each other as when the shaft is raised, as in Fig. 3.

What I claim is—

The combination, with the draw-bar having the plate rigidly secured to its front side, with a recess at each end, of the coupling-rod secured to the shaft and provided with the lock-support, adapted as set forth.

In testimony of the foregoing I have hereunto subscribed my name in the presence of two witnesses.

IRA V. HICKS.

Witnesses:
G. HECHT,
H. B. OSBORNE.