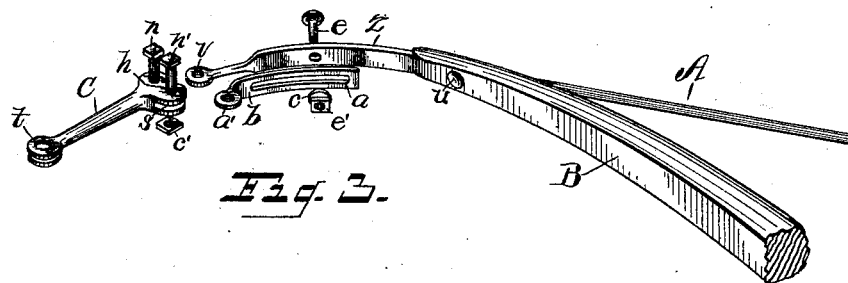
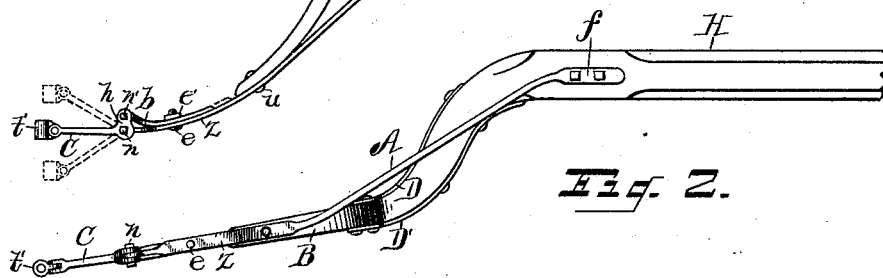
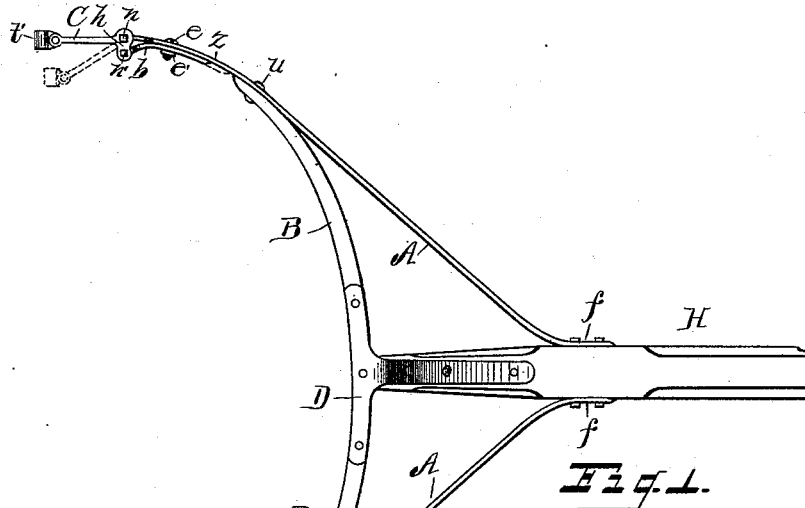


(No Model.)

B. F. WHEELER.
CARRIAGE POLE.

No. 422,478.

Patented Mar. 4, 1890.



WITNESSES

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BENJAMIN F. WHEELER, OF DETROIT, ASSIGNOR TO THE FLINT ROAD CART COMPANY, OF FLINT, MICHIGAN.

CARRIAGE-POLE.

SPECIFICATION forming part of Letters Patent No. 422,478, dated March 4, 1890.

Application filed November 25, 1889. Serial No. 331,567. (No model.)

To all whom it may concern:

Be it known that I, BENJAMIN F. WHEELER, a citizen of the United States, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Carriage-Poles and I do declare that the following is 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, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to new and useful improvements in adjustable carriage-poles in which the brace-rods extend rearwardly beyond the outer ends of the circle-bar, and are provided at their rear ends with a swinging arm pivotally coupled thereto, said arm carrying a swivel-head for attachment to the clips on the axle of the vehicle and is adapted to be swung out or in to increase or decrease the distance between the free ends of said arms, as desired, to fit vehicles of various widths, and when so adjusted to be securely locked in place, the adjustment being accomplished by a movement of parts coupled to the shank of the brace-rods, all of which will be hereinafter more fully set forth, and the essential features of the device pointed out particularly in the claims.

In the accompanying drawings, forming a part of this specification, Figure 1 is a plan view of a pole embodying my invention. Fig. 2 is a side elevation of same. Fig. 3 is an enlarged detail showing a portion of the circle-bar, the rear end of the brace-rod, the swinging arm adapted to be coupled thereto, and the slotted plate and bolt adapted to lock said arm when swung, said parts being drawn apart.

Referring to the letters of reference in the drawings, H indicates the pole, B the circle-bar, and A A the brace-rods. The rear end of the pole is provided on its upper and under face, respectively, with the plates D D'. The circle-bar B is attached at its center to the rear end of the pole by being secured between the adjacent faces of the plates D D'. The forward ends of the brace-rods A are secured at f to the opposite vertical faces of

the pole. The rear diverging ends of said rods are secured at u to the outer curved ends of the circle-bar, and, continuing beyond the ends of the circle-bar, terminate in the curved flattened shank Z, having the head with the eye v. (See Fig. 3.) The swinging arm C, having the head h and forked end t, which receives the eyed head t', is pivotally coupled to the rear end of the brace-rod by placing the head having the eye v in the slot s of the head h and securing it therein by means of the bolt n, passing through said head and the eye v. The slot s of the head h also receives the flattened end of the curved sliding plate b, which is pivotally secured therein by means of the bolt n', passing through the head h and the eye a' in the plate b, said bolt receiving on its lower end the nut c'. The plate b lies against the inner curved face of the shank Z of the brace-rod, and is adapted to be secured thereto by the bolt e, passing through the shank and loosely through the slot a of said plate, the bolt e receiving on its inner end the washer c and nut e'. By tightening the nut e' the plate b is forced against the inner face of the shank Z of the brace-rod, thus securely locking the arm C. The above-described arrangement of parts is clearly shown in Fig. 3, also in Figs. 1 and 2.

It will now be apparent that by loosening the nut e' the plate b is released and the arm C may be swung out or in to adjust the pole for a wide or narrow vehicle, as desired, the bolt n forming the pivot on which said arm swings, and the plate b sliding on the bolt e in the slot a thereof as the arm C is adjusted. Both arms C C are to be adjusted alike and in the same manner, as will be readily understood.

When the arms C C have been properly adjusted, the nuts e' are tightened, firmly and securely locking the arms C and forming a strong and rigid brace from the axle of the vehicle to the sides of the pole.

If desired, the adjacent faces of the shank Z and the sliding plate b may be serrated or corrugated, so as to aid in locking the parts together by tightening the nut e', as before described.

It will be observed that the circle-bar is in one piece and that the braces A are firmly

coupled thereto and to the pole, there being no adjustment of the said parts.

Having thus fully set forth my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In combination with the pole, the circle-bar attached to the rear thereof, the braces coupled to the pole and to the ends of the circle-bar, their rear ends extending beyond the circle-bar and having an eye therein, a swinging arm pivotally coupled thereto, and a sliding plate having a like coupling, and means for clamping the sliding plate to the shank of the brace-rod, substantially as specified.

2 The combination of the pole, the circle-bar, the brace-rod having its forward end attached to the pole, its rear portion being coupled to the circle-bar, its shank Z extending beyond the circle-bar and having an eye

in the end thereof, the slotted sliding plate coupled to the shank of the brace-rod, and the swinging arm having a pivotal connection with the shank and with the sliding plate, as and for the purposes specified.

3. In combination with the pole, the bar coupled to the rear end thereof, the brace-rod attached to the pole and to said bar, its rear end being flattened, forming a shank Z, the sliding plate adjustably coupled to said shank, and the swinging arm pivotally coupled thereto and to said sliding plate, as and for the purposes specified.

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

BENJAMIN F. WHEELER.

Witnesses:

E. S. WHEELER,

R. B. WHEELER.