

(No Model.)

W. A. GALBRAITH.
CARRIAGE POLE.

No. 422,394.

Patented Mar. 4, 1890.

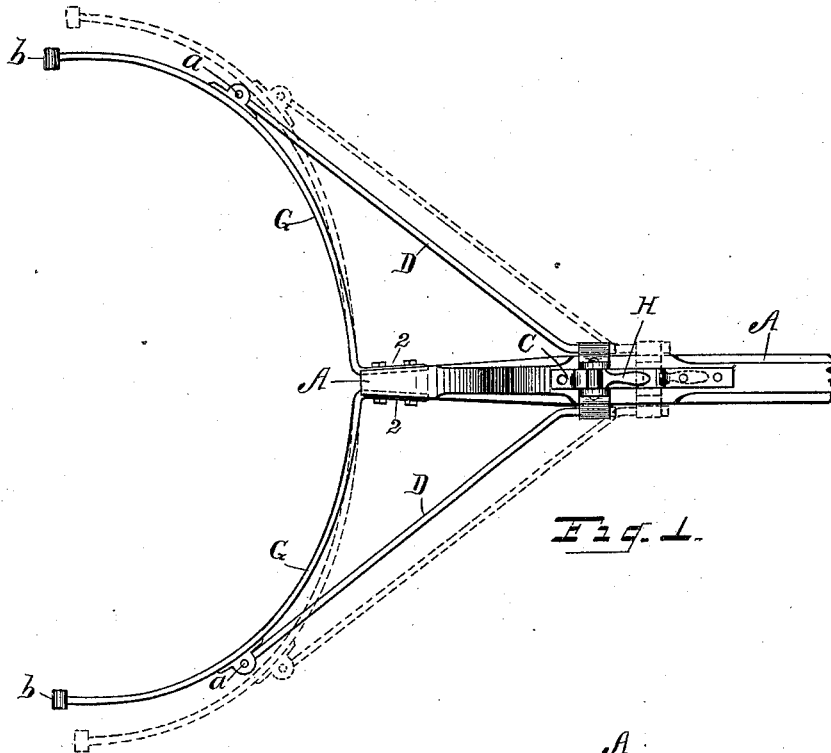


Fig. 1.

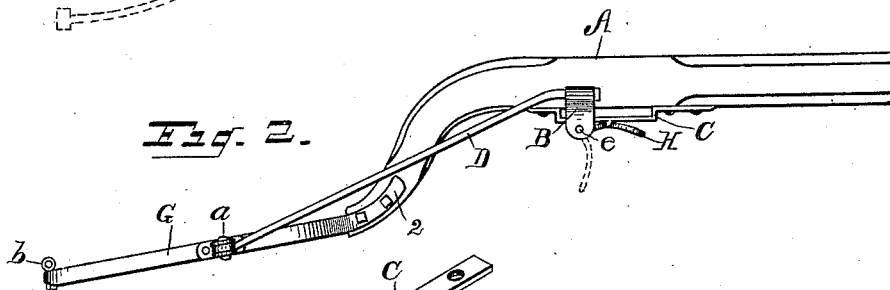


Fig. 2.

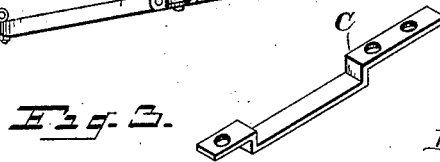


Fig. 3.

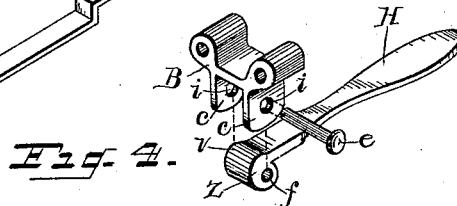


Fig. 4.

WITNESSES,

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CARRIAGE-POLE.

SPECIFICATION forming part of Letters Patent No. 422,394, dated March 4, 1890.

Application filed November 25, 1889. Serial No. 331,562. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM A. GALBRAITH, a citizen of the United States, residing at Flint, in the county of Genesee and State of Michigan, have invented certain new and useful Improvements in Carriage-Poles; and I do 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, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in adjustable carriage-poles; and it consists of a sliding head provided with an eccentric-lever for locking said head, the spring circle-irons secured to the rear end of the pole, and brace-rods pivotally coupled to the circle-irons and attached to the sliding head.

The object of the invention is to provide an adjustable pole that will be simple in construction, light, cheap, and durable, and ready for adjustment. This object is attained by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a plan view of the under side of a pole embodying my invention. Fig. 2 is a side elevation of same. Fig. 3 is a view of the angle bar or plate removed from the under side of the pole and on which the head slides. Fig. 4 is an enlarged detail of the sliding head, eccentric-lever, and coupling-bolt drawn apart.

Referring to the letters of reference in the drawings, A indicates the pole; G G, the spring circle-irons; D D, the brace-rods; C, the angle bar or plate, and B the sliding head. The plate or bar C is bolted to the under side of the pole, the bent-end portions of said bar causing its central portion to stand away from the under face of the pole. The head B is set between the pole and the bar C and is adapted to slide on said bar. The lever H is pivoted in the head B by means of the bolt or rivet *e*, which passes through the holes *i* in the depending wings *c c* of the head B and through the eye *f* in the cam-head Z of said lever. (See Fig. 4, also Figs. 1 and 2). The bar C lies between the under face of the head B, and

the cam-head Z of the lever H between the adjacent faces of the wings *c c*. When the lever H is in a vertical position, the cam-head Z is free from contact with the bar C, permitting the head B to slide freely thereon, and when the lever H is thrown up against the under face of the pole the high point *v* of the eccentric (See Fig. 4) bears against the under face of the bar C, firmly locking the head B to said bar, as will be readily understood.

The circle-irons G G are made of spring metal, and their inner ends 2 are permanently secured to the rear end of the pole and on opposite faces, as shown in Fig. 1. The circle-irons are curved outward and rearward, and are provided at their rear ends with a swivel-head *b*, having an eye therein, by means of which they are coupled to the clips on the axle of the vehicle. The inner ends 2 of the circle-irons stand nearly at right angles to the main circle.

The forward ends of the brace-rods D D are attached to the head B, and their rear ends are pivotally coupled at *a* to the outer curved face of the circle-irons.

To adjust the pole for a wide vehicle, the lever H is thrown to a vertical position, as shown by dotted lines in Fig. 2, releasing the cam-head Z from contact with the bar C. The head B is then slid forward, drawing upon the brace-rods D D and causing the free ends of the circle-irons to spring out or apart, as clearly shown by dotted lines in Fig. 1. The lever H is then thrown up against the under face of the pole, firmly locking the parts in place, as before described. To adjust the pole for a narrow vehicle, the head B is moved in the opposite direction.

By securing the inner ends of the circle-irons to the rear end of the pole and causing their free ends to spring when making an adjustment forms a strong and cheap pole and overcomes much of the rattle of the parts, and by employing the eccentric-lever the parts may be readily released and quickly and firmly secured.

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 two-part spring-metal circle-bar, the inner ends

of the metal circle-bar being attached to the rear end of the pole, their outer ends carrying a swivel-head, the set of brace-rods having their rear ends pivotally attached to the
5 circle-bar, their forward ends adjustably mounted on the pole, substantially as specified.

2. In combination with the pole, the two-part circle-irons, the inner ends being at-
10 tached to the outer vertical faces of the pole, the swivel-head attached to the outer ends of the circle-irons, the brace-rods pivotally

coupled to the circle-irons, the sliding head mounted on the pole, the brace-rods coupled thereto, the plate supporting the sliding head, 15 and the eccentric-lever, as and for the purposes specified.

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

WILLIAM A. GALBRAITH.

Witnesses:

JAMES H. MCFARLAN,
SUMNER HOWARD.