(No Model.)

W. A. GALBRAITH.

CARRIAGE POLE.

No. 422,396. Patented Mar. 4, 1890.

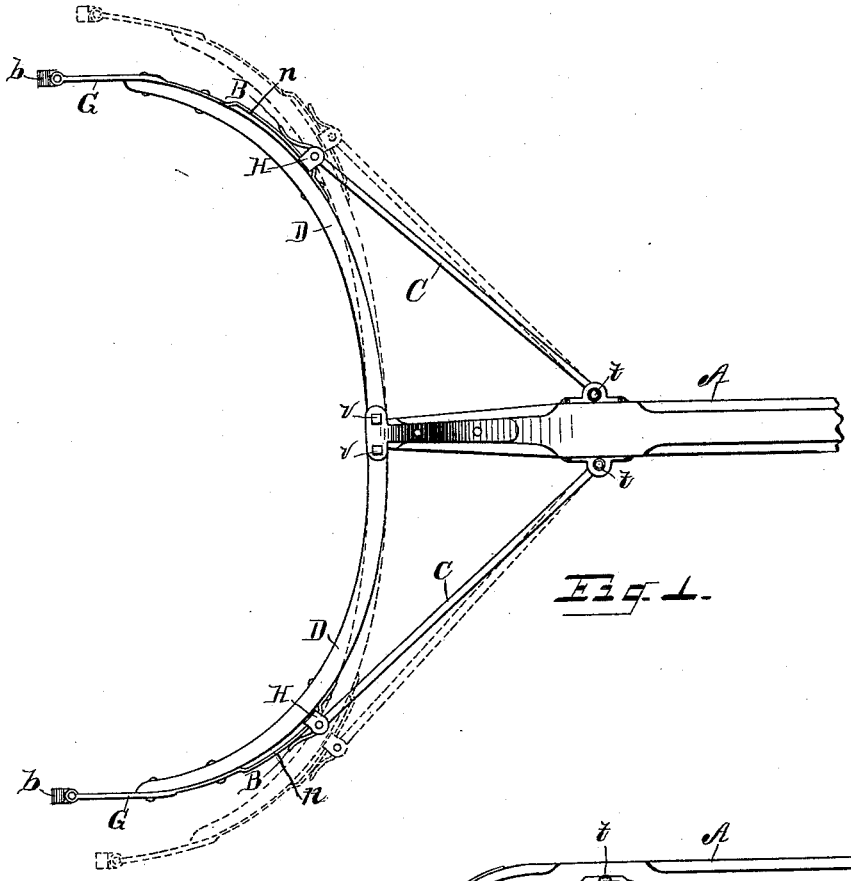

Fig. 1.

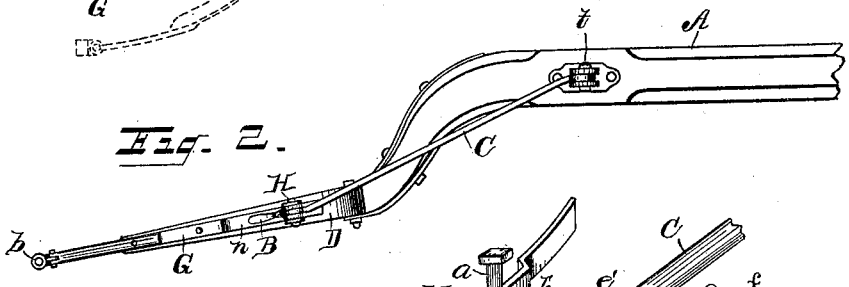

Fig. 2.

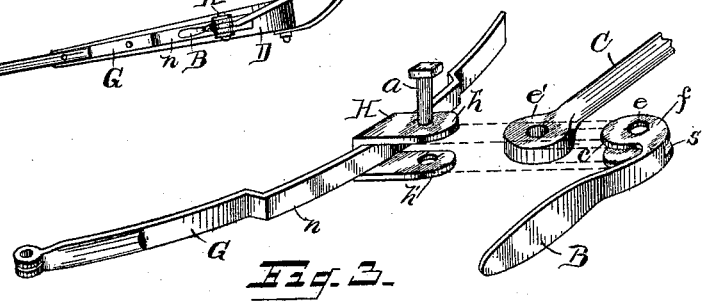

Fig. 3.

WITNESSES

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WILLIAM A. GALBRAITH, OF FLINT, MICHIGAN.

CARRIAGE-POLE.

SPECIFICATION forming part of Letters Patent No. 422,396, dated March 4, 1890.

Application filed November 25, 1889. Serial No. 331,564. (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 of reference marked thereon, which form a part of this specification.

This invention relates to new and useful improvements in adjustable carriage-poles; and it consists in a certain construction and arrangement of parts, whereby the pole is adapted to be adjusted to meet the clips on vehicles of various widths, 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 the 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 of the parts forming the adjustable coupling to the circle-bar of the rear ends of the brace-rods, said parts being drawn apart.

Referring to the letters of reference in the drawings, A represents the pole, D D the wooden circle-bars, and C C the brace-rods.

The rear end of the pole A is provided with plates on its upper and under face, between which are pivoted at *v* the inner ends of the circle-bars D D. Said circle-bars are formed of wood and curved to the form of an arc, and are provided at their rear ends with the rigid extension-irons G G, that are bolted thereto. Said irons carry at their rear ends the pivoted head *b*, having an eye therein for engagement with the clips of the vehicle; and said irons are also provided near their forward or inner ends with the horizontally-extended portion *n*, that stands away from the outer curved face of the circle-bar and receives between said bar and its inner face the U-shaped plate or yoke H, that is adapted to slide thereon.

The forward ends of the brace-rods C are pivotally coupled at *t* to the opposite vertical faces of the pole A. The rear ends of said rods are flattened and provided with an eye *e'*. Said flattened end of the rod C lies in the slot *s* of the head *f* of the lever B, the eye *e'* in said rod registering with the hole *e* in the eccentric-head *f*. Said head is received between the adjacent faces of the yoke H, and said head and rod D are both pivotally mounted in the yoke by means of the bolt *a* passing through the holes in the sides *h'* of said yoke, the hole *e* in the head *f*, and through the eye *e'* in the end of the rod D. This arrangement will be understood from Fig. 3, and the parts are shown so coupled in Figs. 1 and 2. The pivotal point of the head *f* being at some distance from its geometric center, when the eccentric-lever B stands at right angles to the circle-bar, the yoke H is free to slide upon the portion *n* of the extension-iron G, and when the lever is thrown in against the circle-bar the point *c* of the head *f* farthest from the axes thereof bears against the outer face of the circle-bar iron G, firmly locking the parts thereto, as shown in Figs. 1 and 2.

To adjust the pole for a wide vehicle, the lever B is thrown out, releasing the head *f* from contact with the circle-bar irons G. The free ends of the circle-bars are then swung out, the yoke H sliding on the irons G, causing the brace-rods C to change their angle, as clearly shown by dotted lines in Fig. 1. The lever B is then thrown in, locking the parts, as before described.

To adjust the pole for a narrow vehicle, the lever B is thrown out, releasing the yoke H, when the free ends of the circle-bars are swung in the desired distance and the parts locked, as above stated. In making the adjustment of the herein-described pole the circle-bars are adjusted independently and in the same manner and requiring no adjustment on the body of the pole.

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

1. The combination, in a carriage-pole, of the pole A, having on its rear end a set of metal plates, a set of curved wooden circle-bars having their inner or adjacent ends pivotally coupled to the plates of said pole, their outer ends carrying an extension-iron having the extended part *n* of the brace-rods attached

at their forward ends to the pole of the yoke, the eccentric-lever and rear end of said brace-rods being pivotally and adjustably coupled to the extension-irons of the circle-bars, as and for the purposes specified.

2. In combination with a pole having a two-part circle-bar, which parts are pivotally coupled to the rear end of said pole, a set of extension-irons mounted on the free ends of the circle-bar and carrying in their outer ends pivotally an eyed head, and a set of braces pivotally coupled to the pole and having an adjustable coupling, with the extension-irons mounted on the circle-bars, 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.