

(No Model.)

W. A. GALBRAITH.
CARRIAGE POLE.

No. 422,398.

Patented Mar. 4, 1890.

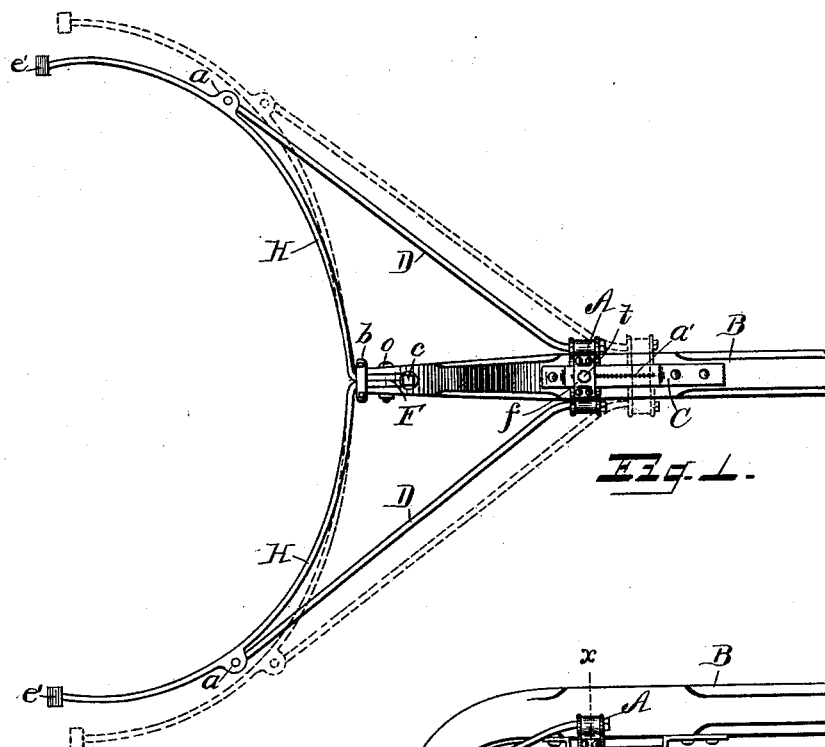


Fig. 1.

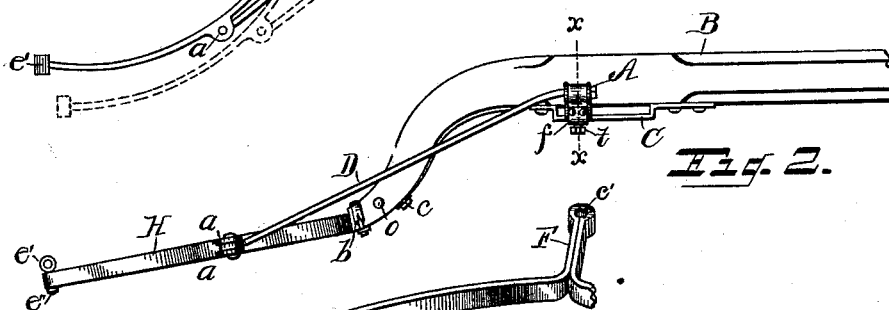


Fig. 2.

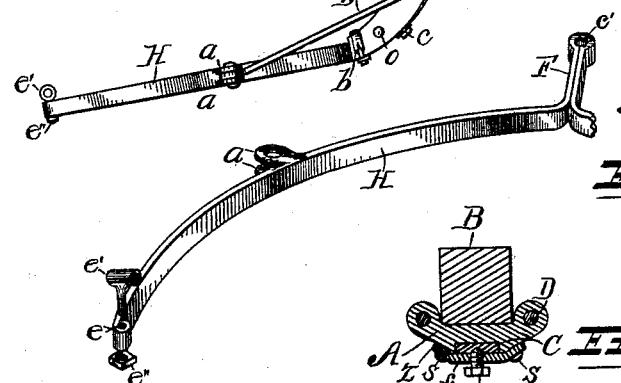


Fig. 3.

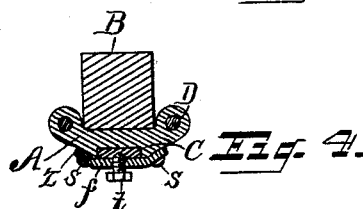


Fig. 4.

WITNESSES
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CARRIAGE-POLE.

SPECIFICATION forming part of Letters Patent No. 422,398, dated March 4, 1890.

Application filed November 25, 1889. Serial No. 331,566. (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 carriage-poles; and it consists in a certain construction and arrangement of parts, whereby the free ends of the circle-bar, carrying an eyed head for attachment to the clips on the axle of the vehicle, may be sprung toward or from each other to adjust the pole for vehicles of various widths, a sliding head connected by braces to the circle-bar, traveling on a plate secured to the under face of the pole as the circle-bar is adjusted, and means for locking said head to secure the parts in place, 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 the under face of a pole embodying my invention. Fig. 2 is a side elevation of Fig. 1. Fig. 3 is an enlarged detail of a portion of the spring circle-bar, like parts being broken away. Fig. 4 is a cross-section, on dotted lines *xx* of Fig. 2.

Referring to the letters of reference in the drawings, B indicates the pole, D D the braces, and H the spring-metal circle-bar. The circle-bar H is formed of one continuous piece of spring metal, bent at its center upon itself, forming the shank F, having the eye *c'*. The bar H is bent at right angles to the shank F, its ends being curved in the form of an arc and terminating in an eye *e*, that is adapted to receive the stem of the head *e'*, which passes therethrough and receives on its lower end the nut *e''*, thereby swiveling said head in the rear end of the circle-bar. The head *e'* is adapted to engage with the clips on the axle of the vehicle. The projecting lips *a*,

having a hole therethrough, extend outward from the upper and lower edges of the circle-bar, and are formed integral therewith, the above-described construction being clearly shown in Fig. 3. The circle-bar H is secured to the rear end of the pole by placing the shank F of said bar in a recess formed in the under face of the pole and secured therein by means of the bolts *c o* and clip *b*. This manner, however, of securing the circle-bar to the rear end of the pole is clearly set forth and claimed in another application filed herewith, and need not be especially mentioned here. The angle plate or bar C, having a series of indentations or punctures *a'* in its under face, is secured to the under side of the pole B. The metal head A is set between the under face of the pole and the bar C, the head having a recess Z in its under face to receive said bar, and is adapted to slide thereon. The strap or plate *f*, carrying the set-screw *t*, forms the under portion of the head and passes transversely across the under face of the bar C, its ends being secured at *s s* to the sides of the head A. By tightening the set-screw *t* the point thereof is forced into the indentations *a'* in the under face of the bar C, thereby firmly locking the head A to said bar, as clearly shown in Fig. 4, preventing the head from sliding when adjusted. The forward ends of the braces D D are attached to the head A. The rear ends of said braces, having an eye therein, are pivotally coupled to the circle-bar by a bolt or rivet passing through the lips *a* and the eye in the end of said brace, as clearly shown in Figs. 1 and 2.

To adjust the pole for a wide vehicle, the set-screw *t* is loosened, which releases the head A from rigid contact with the angle-bar C, when the free ends of the circle-bar H may be sprung out or from each other, the head A sliding on the bar C as the circle-bar is adjusted, as clearly shown by dotted lines in Fig. 1. When the pole has been properly adjusted, the set-screw *t* is tightened, locking the head A and securing the parts in place. To adjust the pole for a narrow vehicle, the set-screw is loosened, and the free end of the circle-bar sprung in, and the head A again secured, as above described, and which will be readily understood.

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 spring-metal circle-bar having the shank F and lips formed integral therewith, the eyed head *e*, pivotally coupled to the free end of the circle-bar, and the braces attached to the lips of the circle-bar at their rear ends, their forward ends attached to the traveling head mounted on the face of the pole, and for the purposes set forth.

2. A carriage-pole comprising the following combined elements: the pole B, the resilient metallic circle-bar having the shank, the lips and eyed head formed integral, said shank adapted to be attached to the rear end of the pole, the plate C, having a series of indentures in its under face, the head traveling on said plate, the set-screw in said head, and the braces coupled to said head and to the spring circle-bar, substantially as specified.

3. In combination with the pole carrying

at its rear end a curved resilient bar, the angle-plate mounted on the pole and having the series of indentations in its under face, the head traveling on said plate, the set-screw in said head, and the braces coupled to the head at their forward ends and to the spring circle-bar at their rear ends, substantially as specified.

4. In combination with the pole, the angle-plate *c*, attached to the under face thereof, said plate having the series of indentures in said plate, the head A, mounted on its under face, the set-screw in the under face thereof, which has engagement with the indentures of plate *c*, and the braces coupled to said head, their rear ends adapted to be coupled to a circle-bar, and for the purposes specified.

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

WILLIAM A. GALBRAITH.

Witnesses:

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JAMES BRYANS.