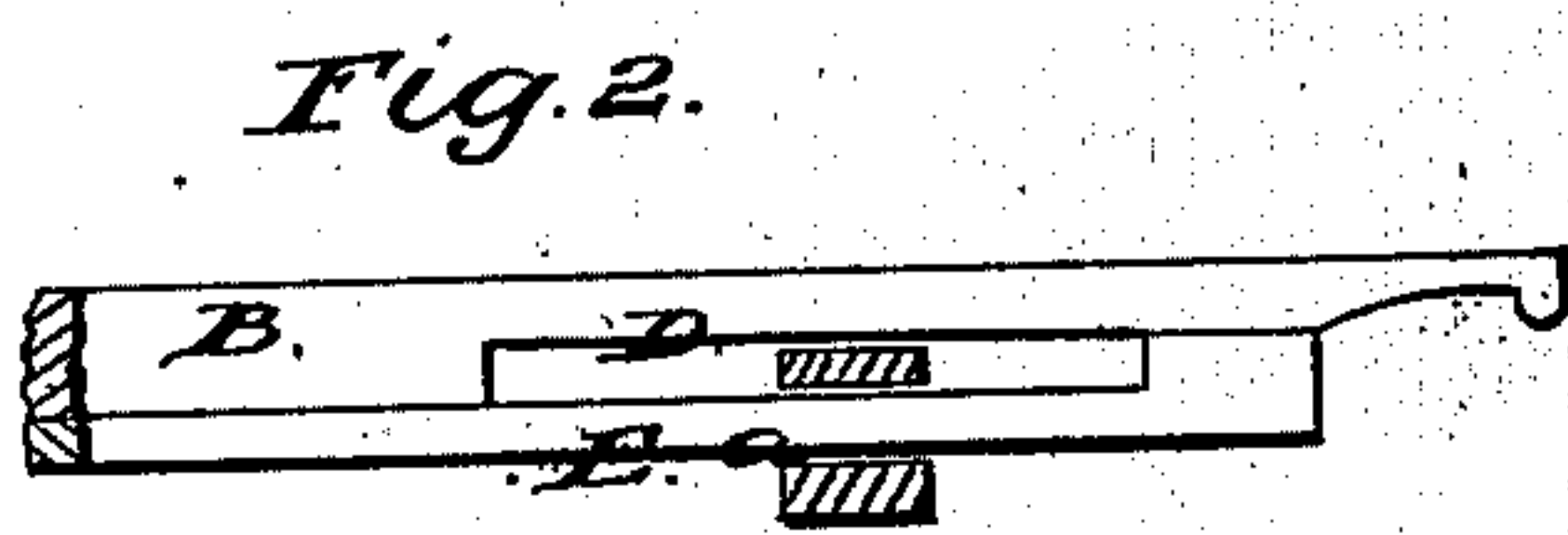
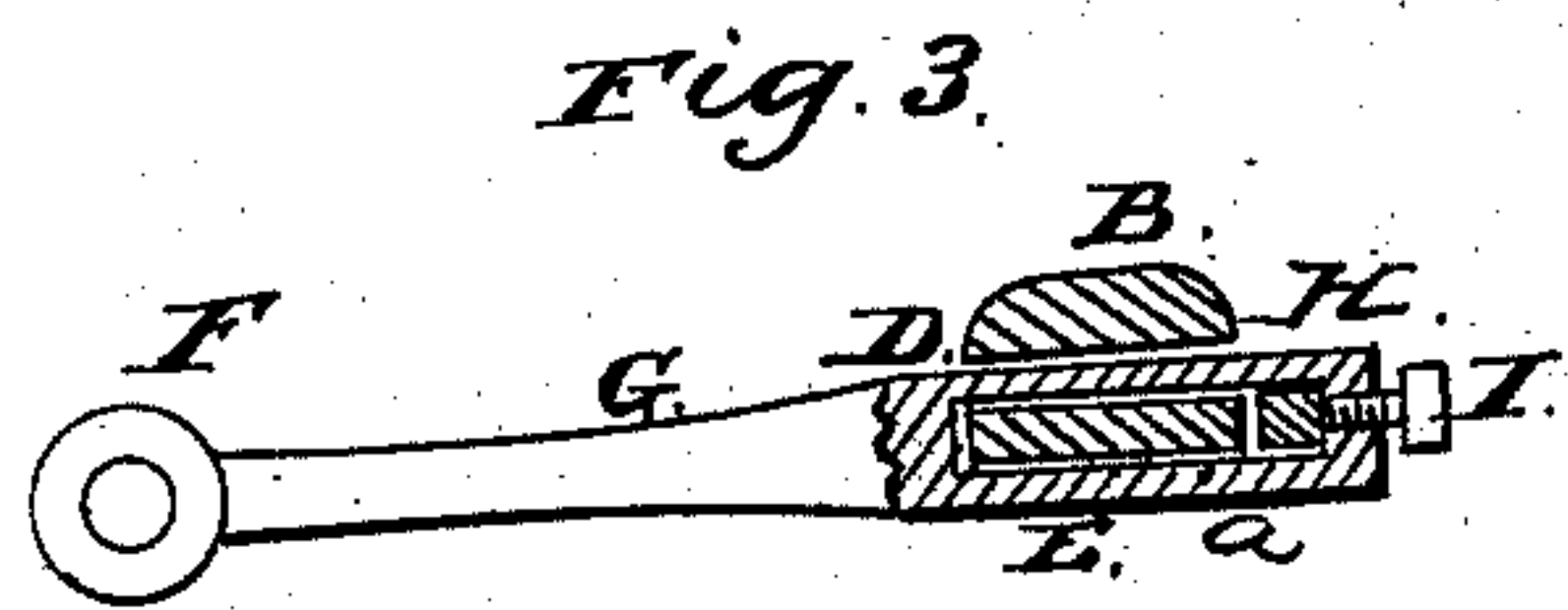
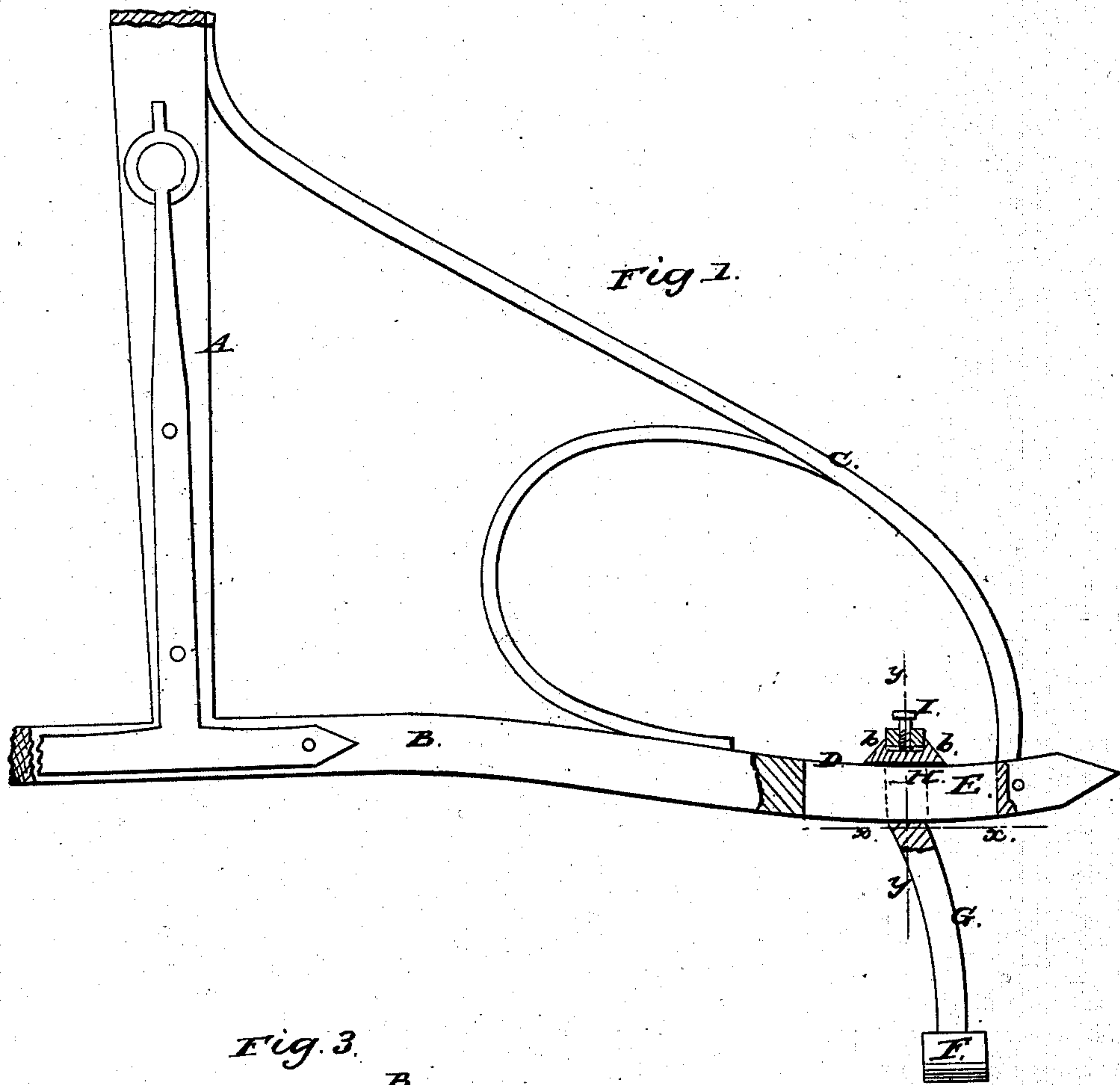


E. C. SMITH.  
Carriage-Tongue Support.

No. 60,075.

Patented Nov. 27, 1866.



Witnesses.

J. A. Jackson  
Wm. Brown

Inventor.  
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# United States Patent Office.

## IMPROVEMENT IN ATTACHING DRAUGHT POLES TO AXLES.

E. C. SMITH, OF BIRMINGHAM, CONNECTICUT.

*Letters Patent No. 60,075, dated November 27, 1866.*

### SPECIFICATION.

#### TO ALL WHOM IT MAY CONCERN:

Be it known that I, E. C. SMITH, of Birmingham, in the county of New Haven, and State of Connecticut, have invented a new and improved Mode of Attaching Draught Poles to Axles; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a plan or top view of my invention, partly in section.

Figure 2, a section of the same, taken in the line *x x*, fig. 1.

Figure 3, a section of the same, taken in the line *y y*, fig. 1.

Similar letters of reference indicate like parts.

This invention relates to a new and improved mode of attaching draught poles to axles, whereby a draught pole may be attached to axles of different vehicles. The clips which receive the eyes of the cross-bars of draught poles are not placed in the same place on the front axles of different vehicles; they vary materially; and the object of my invention is to have the eyes of the cross-bars attached to the latter in such a manner that they may be adjusted to suit the position of the clips at whatever point they may be placed.

A represents the rear portion of a draught pole, and B a part of the cross-bar which is attached to the rear end of the same, said cross-bar being braced, as usual, by rods C, as shown clearly in fig. 1. The cross-bar B has oblong mortises or notches D made through it, one near each end, and has an iron bar E secured to its under side and extending its whole length. F represents an eye formed at one end of a short metal bar G, which is constructed with an oblong slot or opening *a*, as shown clearly in fig. 3, to admit of the bar E passing through it, said bar G being fitted on the bar E within the mortise or notch D, the latter being sufficiently long to admit of a certain degree of movement or adjustment of G on E. H is a steel gib or key, formed with two lips *b b*, at such a distance apart as to embrace the sides of the bar G near its front end, as shown in fig. 1, the gib or key being fitted in the slot *a* of the bar G, and bearing against the front side of the bar E. The front end of the bar G has a hole made in it which is tapped or provided with an internal screw-thread, to receive a steel screw I, by screwing up which the bar G may be firmly secured to the bar E at any point within the mortise or notch D. The other end of the cross-bar B of the draught pole, which is not shown in the drawing, is provided with a similar mortise or notch, and has a bar G fitted to it in precisely the same way as the one shown and described; and it will be seen by this arrangement the bars G, and consequently the eyes F, may be adjusted to suit the position of the clips on the front axle of a vehicle.

Thus it will be seen that a draught pole may, by a very simple adjustment, be applied to different vehicles, and by quite a simple and inexpensive means.

What I claim as new, and desire to secure by Letters Patent, is—

The bars G, with the eyes F at their rear ends, fitted on the iron bar E of the cross-bar B, within mortises or notches D made therein, and provided with the gib or key H and screw I, all arranged substantially as and for the purpose herein set forth.

E. C. SMITH.

Witnesses:

SEABURY B. PLATT,

SAMUEL MILLS.