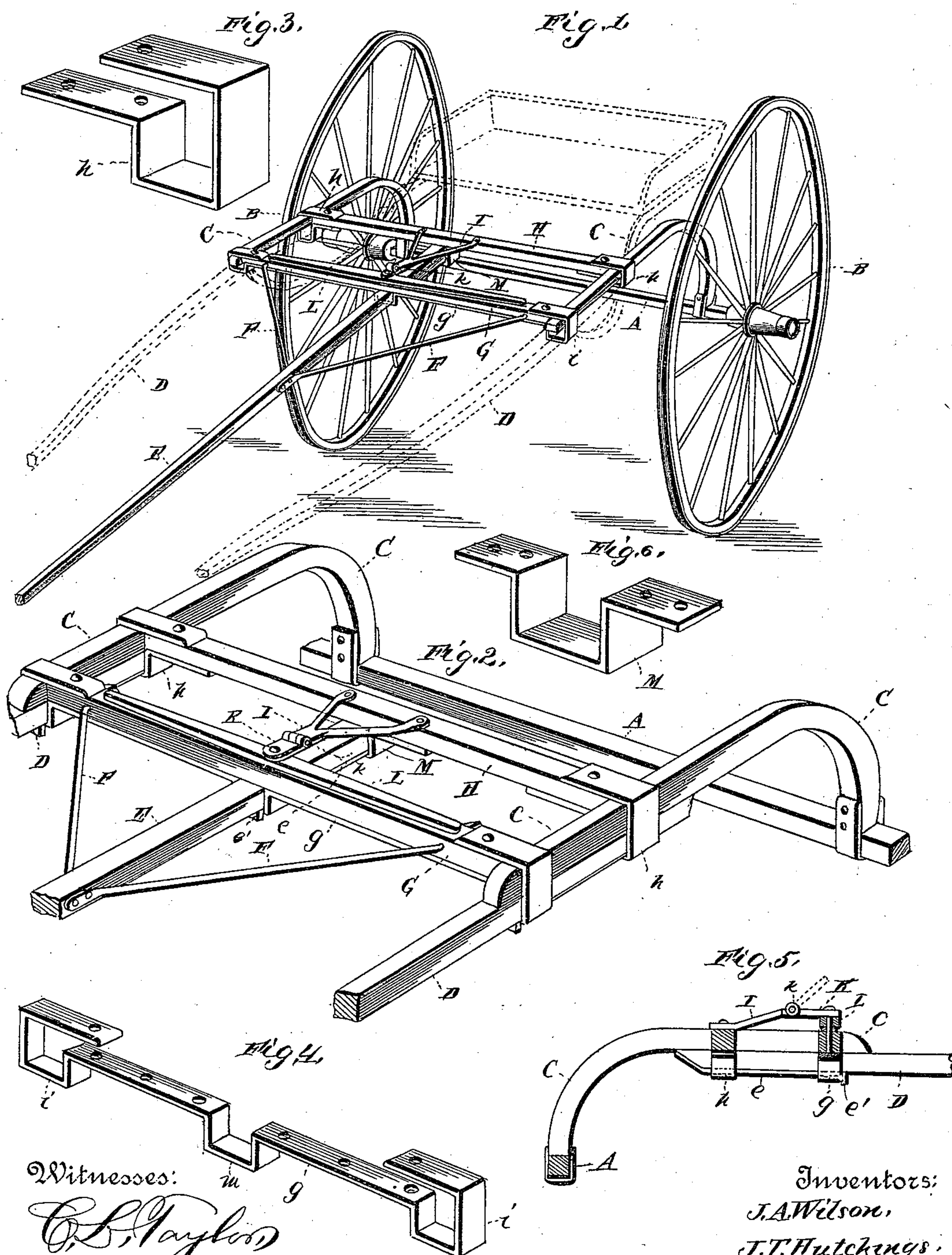


(No Model.)

J. A. WILSON & J. T. HUTCHINGS.  
ADJUSTABLE POLE AND SHAFTS FOR VEHICLES.

No. 430,203.

Patented June 17, 1890.



Witnesses:

*C. L. Taylor*

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# UNITED STATES PATENT OFFICE.

JOHN A. WILSON AND JOHN T. HUTCHINGS, OF INDEPENDENCE, MISSOURI.

## ADJUSTABLE POLE AND SHAFT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 430,203, dated June 17, 1890.

Application filed December 17, 1889. Serial No. 334,085. (No model.)

*To all whom it may concern:*

Be it known that we, JOHN A. WILSON and JOHN T. HUTCHINGS, of Independence, Jackson county, Missouri, have invented certain new and useful Improvements in Adjustable Vehicle Tongues and Shafts, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

Our invention relates to improvements in adjustable tongues and shafts for road-carts, buggies, carriages, &c.; and it consists in the novel construction and arrangement hereinafter fully set forth and described.

In the drawings which illustrate the manner of carrying out our invention, Figure 1 is a perspective view of the running-gear of a road-cart having our improved tongue secured thereto, and showing the shafts in dotted lines. Fig. 2 is an enlarged perspective view showing more clearly how the tongue and shafts are secured in position. Fig. 3 is a detail in perspective of the loop, which is secured to the rear connecting-bar H for holding the stationary shafts C in position. Fig. 4 is a detail in perspective of the loop *g*, which passes along the under side of the front bar C, showing the loops or sleeves through which pass the adjustable shafts D. Fig. 5 is a sectional view showing the position of the adjustable shafts when secured to the stationary shafts by sleeves or loops *h i*. Fig. 6 is a detail in perspective of the loop M, which holds the tongue in position on the rear bar H.

Referring to the drawings by letter, A represents the axle, on which are mounted suitable wheels B, and to which are secured the stationary shafts C.

D are the adjustable shafts, (illustrated by dotted lines in Fig. 1,) these being provided at the rear end with a metallic strip *e*, which is properly secured to the bottom to preserve the shaft from wear by running against the loops *h i*. Said metallic strip E has a bent shoulder *e'*, which keeps the shaft D from slipping backward through loop *i*.

E is a tongue, which passes under the bars G and H through loops M *m*, said tongue E being held rigid by the rods F, which are rigidly bolted to said tongue E and pass through the cross-bar G, and are secured by suitable nuts. The loops *h* are securely bolted

to the bars H in such a manner as to hold the stationary shafts C in position.

*g* is a metallic strip, which passes along the under side of bar G, and is provided at its outward extremities with loops *i*, through which pass the adjustable shafts G.

I is a strut, which is rigidly secured to the rear bar H, and is provided with a hinge *k*, which admits of the adjustable extension K being removed from the doubletree L when thrown back, so that the doubletree may be removed when the shafts are to be used. Said doubletree L is to be provided with suitable whiffletrees when the tongue is used.

M is the metallic loop heretofore referred to, which is secured on the under side of rear bar H. This loop serves to hold the rear end of tongue E in position. The shafts D are not fastened in rigidly, but are merely slipped in the loops *h i*, and are held there by the breeching-straps, which are secured in the usual manner.

The tongue E is secured and held in position by the rods F, and to remove the tongue the nuts which secure it to the cross-bar G are removed, which allows said tongue to be slipped out, carrying said rods F with it. The shafts are then placed in position, as heretofore described, and the vehicle is ready for use.

Having thus fully described our invention, what we claim as being new, and desire to secure by Letters Patent, is—

1. The combination, with the shafts C, of the cross-bar H and the loops *h*, the cross-bar *g*, the metallic strap *e*, having the loops *i* and *m* formed integral therewith, and the detachable shafts adapted to be inserted in said loops, substantially as shown and described.

2. The combination, with the shafts C, of the cross-bars G and H, the loops *h* and *i*, the detachable shafts D, and the metallic binding-straps *e*, having the shoulders *e'*, adapted to operate substantially as shown and described.

In testimony whereof we affix our signatures in presence of two witnesses.

JOHN A. WILSON.  
JOHN T. HUTCHINGS.

Witnesses:

R. A. BALDERSON,  
J. E. HIGDON.