(No Model.)

F. L. WOOD.

ADJUSTABLE WAGON POLE.

No. 488,410. Patented Dec. 20, 1892.

Fig. 1.

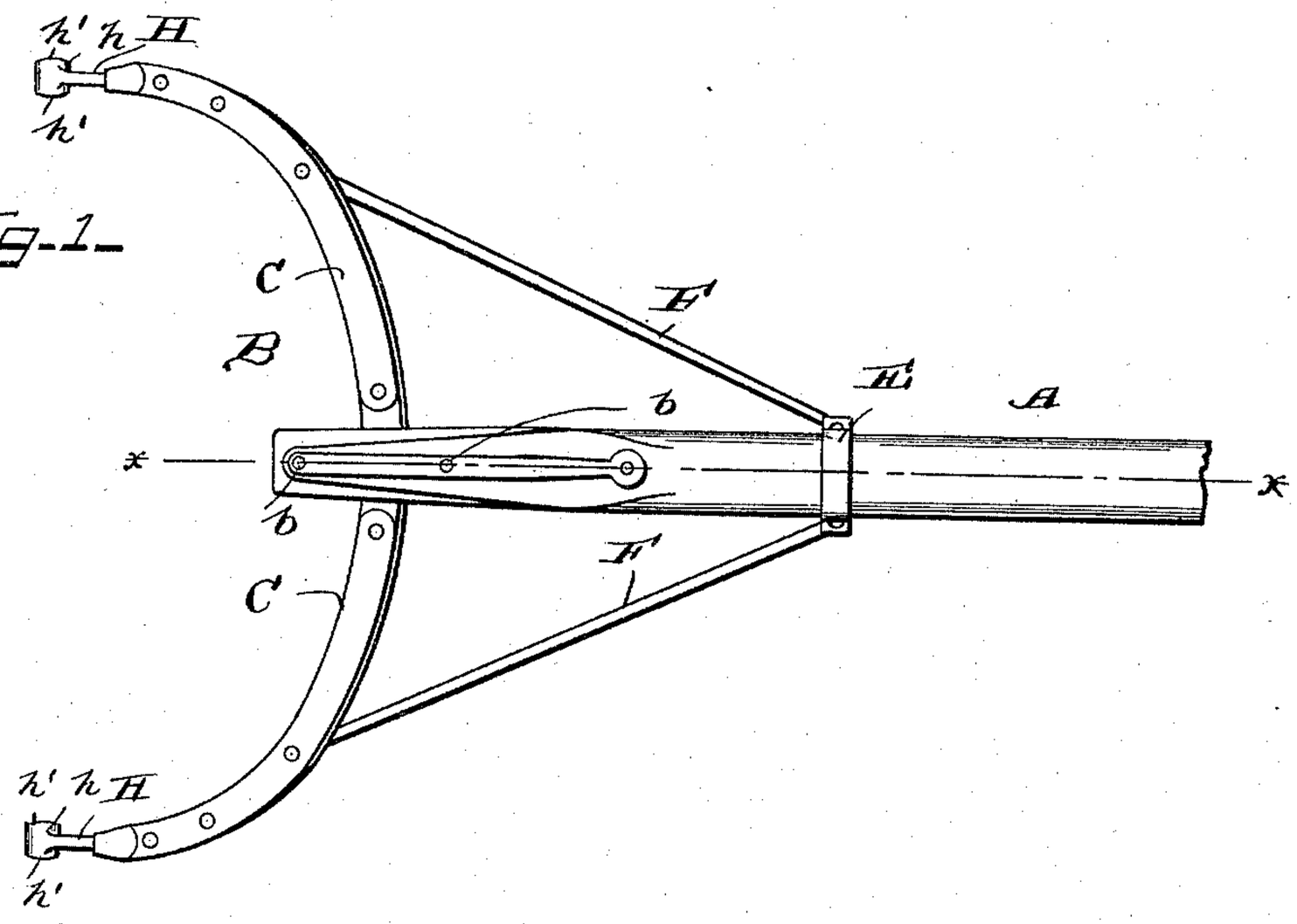


Fig. 2.

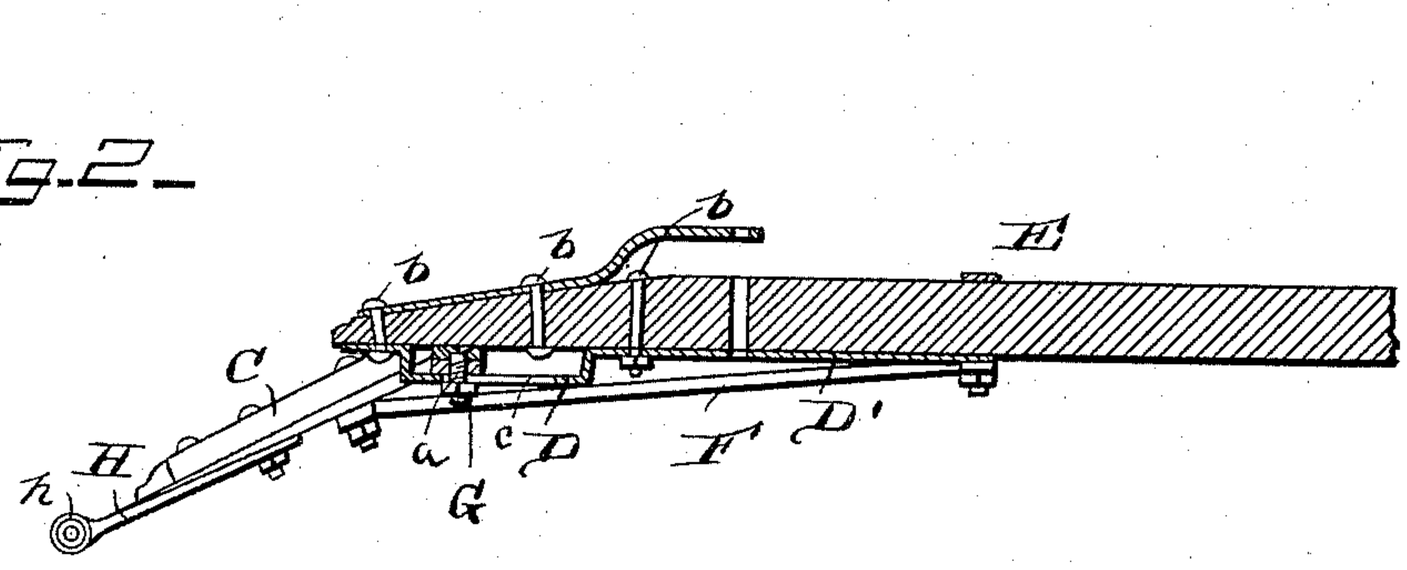
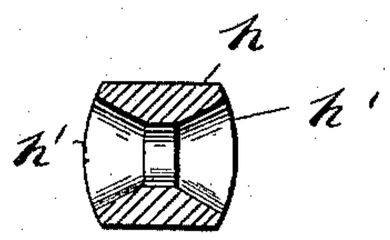


Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

FRANK L. WOOD, OF RACINE, WISCONSIN.

ADJUSTABLE WAGON-POLE.

SPECIFICATION forming part of Letters Patent No. 488,410, dated December 20, 1892.

Application filed June 9, 1892. Serial No. 436,138. (No model.)

To all whom it may concern:

Be it known that I, FRANK L. WOOD, a citizen of the United States, and a resident of Racine, in the county of Racine and State of Wisconsin, have invented certain new and useful Improvements in Adjustable Wagon or Carriage Poles or Tongues; 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 letters of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a top plan view. Fig. 2 is a vertical longitudinal section. Fig. 3 is a sectional detail view of one of the barrels.

This invention has relation to certain new and useful improvements in vehicle tongues or poles, the object being to provide a simple and convenient article of this character, which is capable of adjustment to vehicles of different widths and styles; and the invention consists in the novel construction and combination of parts, all as hereinafter specified.

In the accompanying drawings, the letter A designates a vehicle pole or tongue designed to be connected to a vehicle by means of a circle B. Said circle consists of two curved arms C, C, which at their forward ends are shouldered together and loosely connected to each other by means of a small bolt *a*. Said forward ends are also loosely held in a guide loop D, formed in a metal plate D′ secured to the under side of the rear portion of the tongue or pole, and connected thereto by bolts *b*, and by a clip E.

F, F, are link rods connected at their rear ends to the respective arms C, at intermediate portions thereof, and at their forward ends to the clip E. The bolt *a* which loosely connects the forward ends of the arms B, B, together, projects downwardly through an elongated slot *c* in the loop D, and is provided with a securing and adjusting nut G. It will be apparent that the forward ends of said arms are capable of a sliding forward and back movement in the loop D, with the connecting bolt, which movement causes a lateral radial, spread or contraction of said arms; a spread as the inner ends are moved rearwardly, and a contraction by the reverse movement, the brace links moving freely on their connecting pins or pivots. In this manner, the distance separating the rear ends of said arms may be adjusted to any width of vehicle, and the adjustment secured by tightening the nut G. To the rear ends of said arms B, B, are secured straps H, H, which project beyond the ends of the arms, and terminate in barrels *h*, *h*, as shown, said barrels being horizontally and longitudinally perforated to receive the coupling bolts of the shackles. These perforations or holes are made larger at each end and smaller at the center, in order that the coupling bolts may pass therethrough when the barrels are at different angles, owing to the greater or less expansion of the arms B, B. The end portions *h′* of the barrels are also beveled off into oval form, as shown, in order that they may fit the shackles at different angles. Said arms may be of wood or metal; or, as shown, they may consist each of a bar of metal having a strip of wood bolted thereto.

It will be apparent that the adjustment may be readily and quickly effected.

Having described this invention, what I claim and desire to secure by Letters Patent is:

1. The combination with a vehicle pole or tongue, having guide loops on the under side of its rear portion, of the curved arms B, B, loosely connected at their inner ends to each other, and adjustably held in said loop, and the brace links, for said arms, substantially as specified.

2. The vehicle pole or tongue, comprising the pole or tongue proper, the plate secured to the under side thereof, a slotted guide loop in said plate, the circle arms loosely connected to each other at their inner ends and adjustably held in said guides by their connecting bolt engaging the slot thereof, the adjusting and securing screw for said bolt, and the brace links for said arms, substantially as specified.

3. In a vehicle pole or tongue, the combination with the pole or tongue proper, of the circle arms loosely connected to each other at their forward ends, and capable of a lateral, radial expansion and contraction with relation to each other, and to the pole or tongue, said arms at their rear ends having perforated bar-

rels to receive the coupling bolts of the shackles, the perforations in said barrels being of larger diameter at the ends than at the center, substantially as specified.

4. In a vehicle pole or tongue, the circle arms B, B, having barrels H, H, on their rear ends, said barrels having an oval shape at their ends, and formed with perforations to receive the coupling bolts, said perforations being larger at their ends, substantially as specified.

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

F. L. WOOD.

Witnesses:
WM. S. BUPPHENER,
E. M. VAN VALKENBURG.