

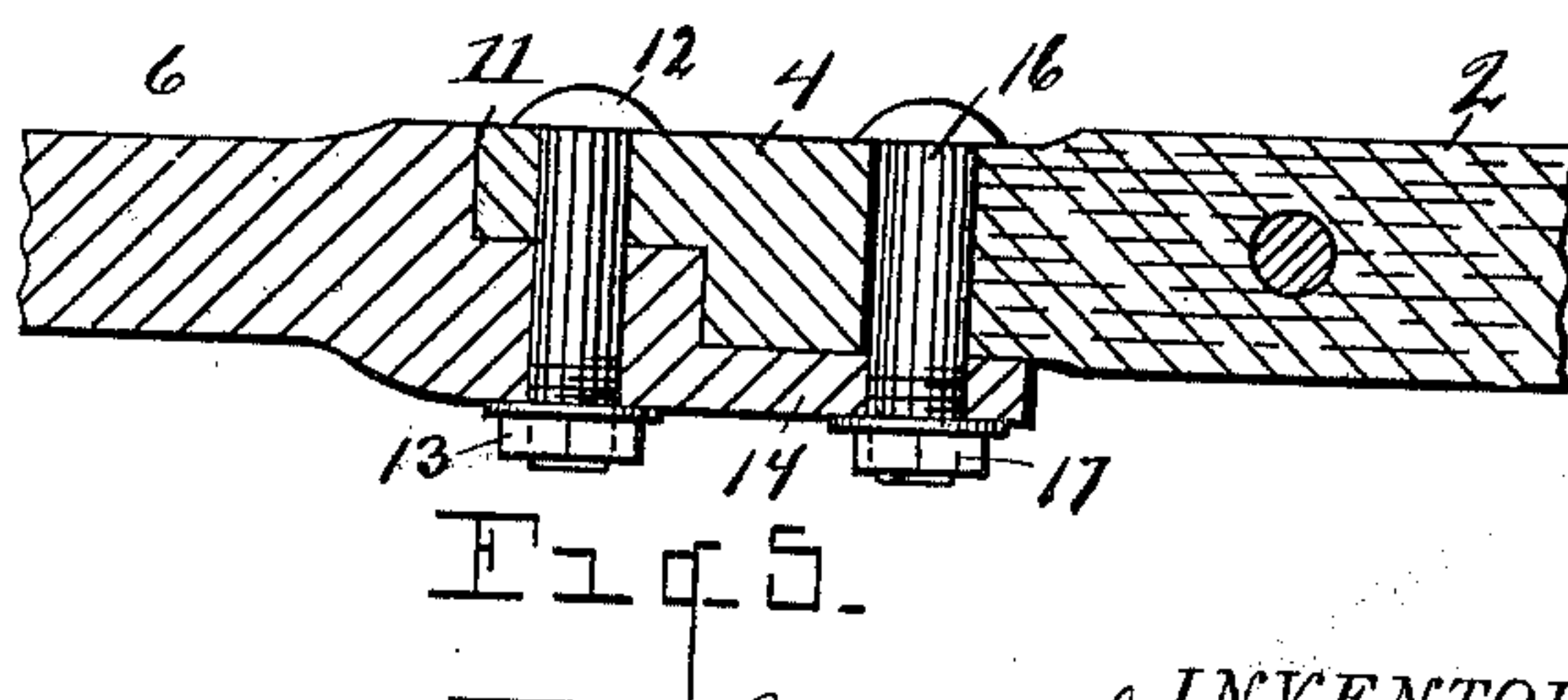
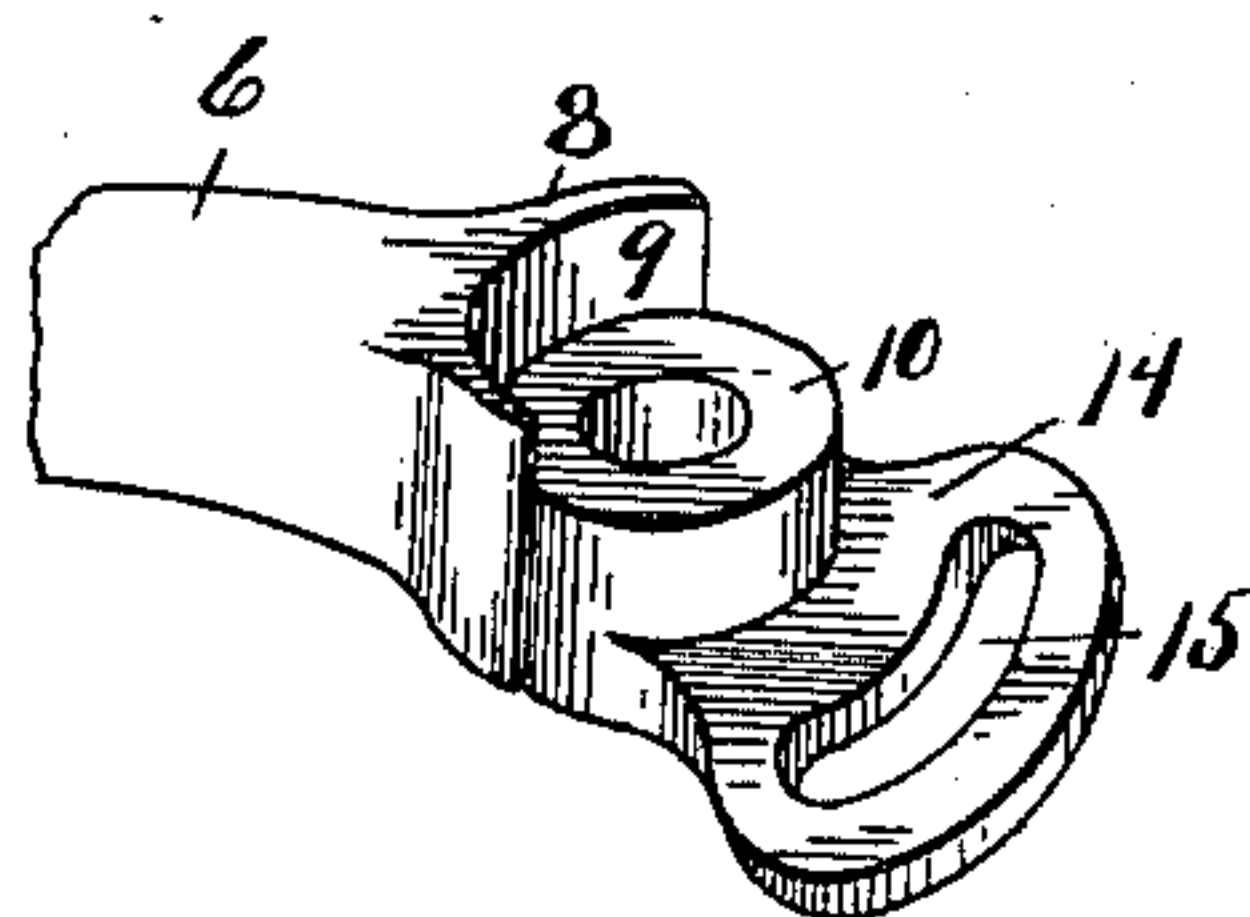
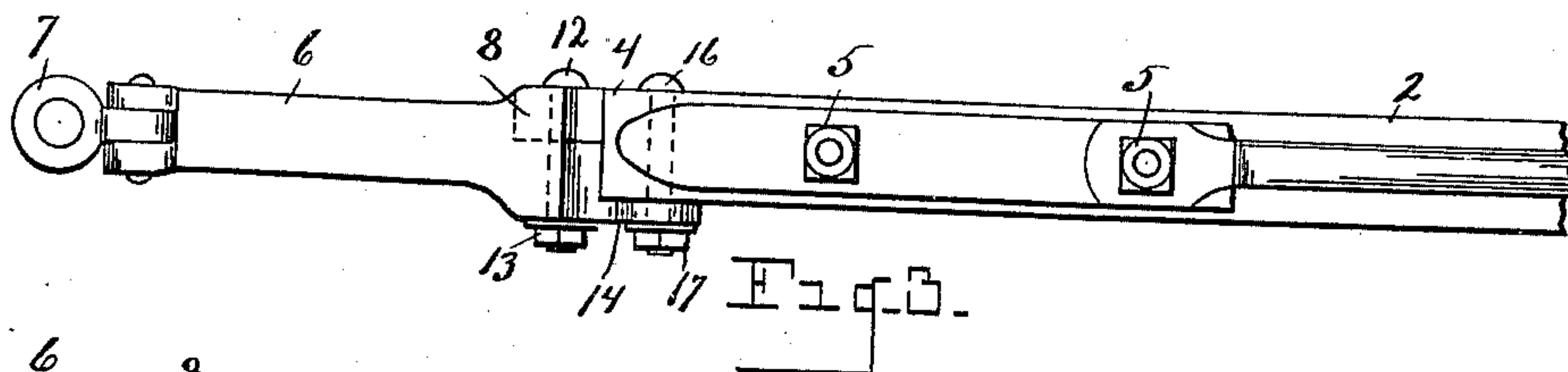
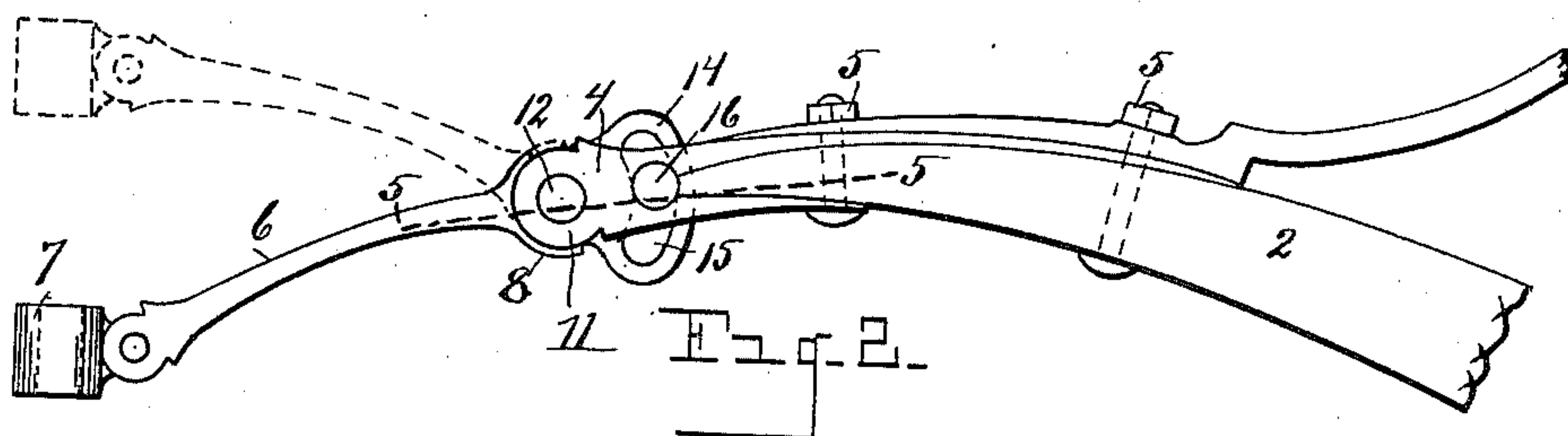
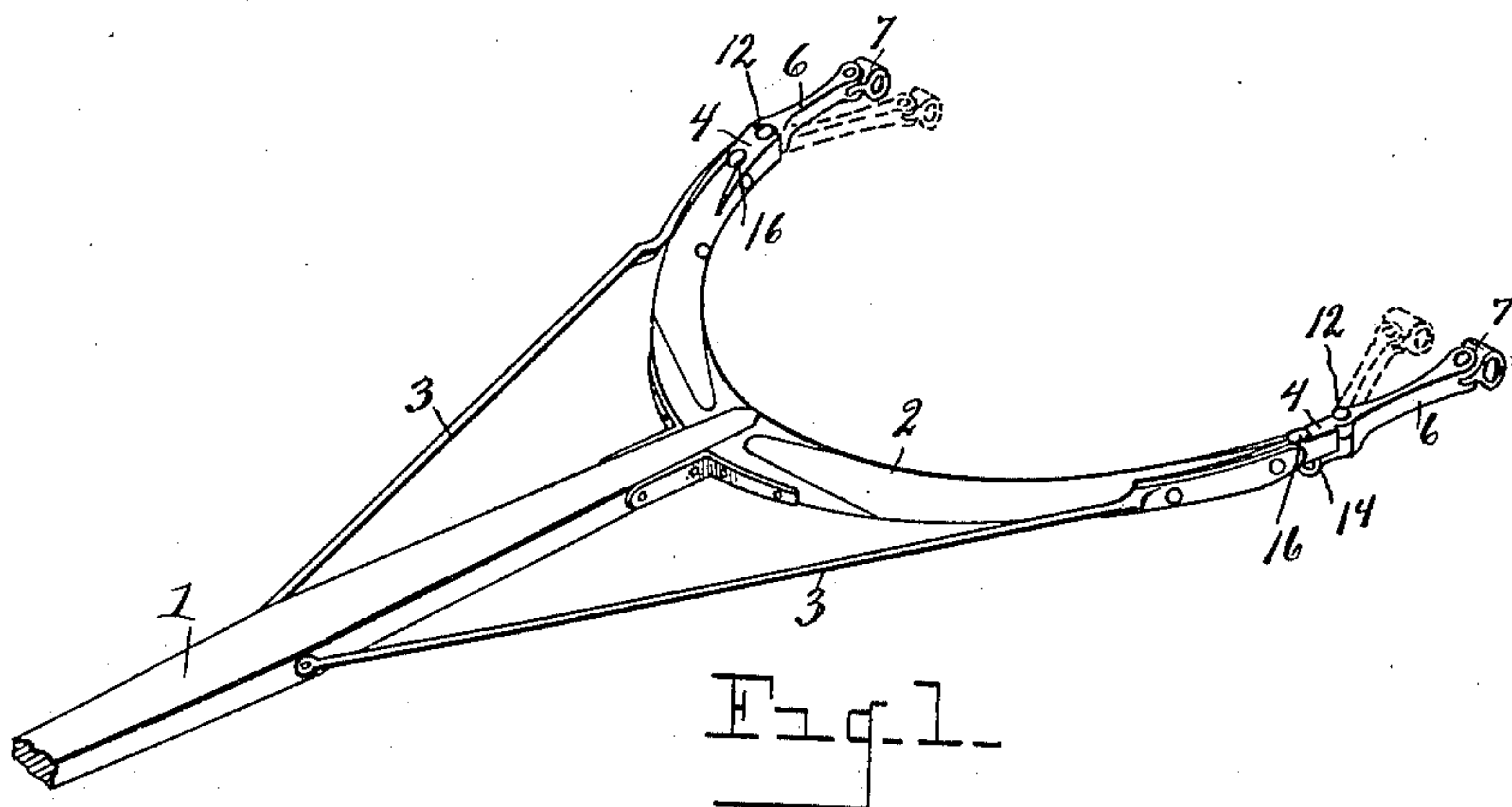
No. 652,694.

Patented June 26, 1900.

J. SETCHFIELD.
ADJUSTABLE WAGON POLE.

(Application filed Dec. 8, 1899.)

(No Model.)



WITNESSES. Fig. 4.

O. B. Baumgarter
C. E. G. G. G. G.

INVENTOR.
James Setchfield.
By R. B. Wheeler & Co.

Attorneys.

UNITED STATES PATENT OFFICE.

JAMES SETCHFIELD, OF FENTON, MICHIGAN.

ADJUSTABLE WAGON-POLE.

SPECIFICATION forming part of Letters Patent No. 652,694, dated June 26, 1900.

Application filed December 6, 1899. Serial No. 739,335. (No model.)

To all whom it may concern:

Be it known that I, JAMES SETCHFIELD, a citizen of the United States of America, residing at Fenton, in the county of Genesee, State of Michigan, have invented certain new and useful Improvements in Adjustable Wagon-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 figures of reference marked thereon, which form a part of this specification.

This invention relates to adjustable carriage-poles; and it consists in the construction and arrangement of parts, as hereinafter fully set forth, and pointed out in the claim.

The object of the invention is to provide simple and efficient means for adjusting the pole-irons at the ends of the draw-bar, so that the eyes carried by said irons may be caused to register with the clips upon the axle of the vehicle to compensate for any variation in the distance between said clips on two or more vehicles, enabling the pole to be used upon a number of vehicles notwithstanding the variation in the distance between the axle-clips thereon. The above object is attained by the combination and arrangement of parts illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of a carriage-pole embodying my invention. Fig. 2 is an enlarged plan view of one end of the draw-bar, showing the adjustable pole-iron attached thereto. Fig. 3 is a side elevation of Fig. 2. Fig. 4 is a perspective view of one end of the movable member of the pole-iron. Fig. 5 is a longitudinal section through the joint between the members of the pole-iron as on lines 5 5 of Fig. 2.

Referring to the characters of reference, 1 designates the pole, which is provided at its lower end with the curved draw-bar 2, supported by brace-rods 3, running to the pole. The ends of the draw-bar are provided with shackles or pole-irons formed in two parts comprising a fixed part 4, bolted at 5 to the draw-bar, and a movable part 6, pivoted to

said fixed part. The outer ends of the movable member of the pole-irons are provided with eyes 7, adapted to be attached to the clips on the axle of the vehicle. (Not shown.)

In order to provide for the adjustment of the movable members of the pole-irons, they are provided at their ends, which are attached to the fixed members of said irons, with a flaring portion 8, having formed in the upper face thereof a curved concavity 9, and below said concavity with an annular projecting shoulder 10. (See Fig. 4.) A circular head 11 on the fixed member of the pole-iron is adapted to lie in the concavity 9 in said movable member, while a corresponding recess in the end of the fixed member receives the annular shoulder 10 of the movable part. The head 11 and the annular shoulder 10 are apertured in alinement and receive a bolt 12, which when passed through said part and secured by a nut 13 effects a jointed unison of said parts and forms a journal or fulcrum, upon which the movable part 6 may swing. The interengagement of the members of the joint between the fixed and movable parts of the pole-irons insures the stability of said joint and its perfect operation.

To provide for locking the joint between the members of the pole-iron when properly adjusted, the member 6 is provided upon its under face with a horizontally-projecting plate 14, which is flaring at its outer end and provided with a slot 15, curved concentric with the pivot 12 of said member 6. The plate 14 extends onto the under face of the part 4, and the slot 15 of said plate is adapted to register with a bolt 16, passing through said part 4 and through said slot, receiving upon its lower end a nut 17. It will now be understood that by loosening the nut 17 the part 6 of the pole-iron may be swung upon its pivot or pintle 12, so as to cause the eye 7 on the end thereof to register with the clip on the axle, when by tightening the nut 17 the plate 14 is drawn forcibly against the under face of the part 4, securely locking said parts together. This arrangement is very simple and inexpensive and requires but little time and labor to effect an adjust-

ment thereof, enabling the pole-irons to be readily changed so as to fit the clips on any vehicle to which the pole may be attached.

Having thus fully set forth my invention,
5 what I claim is—

In an adjustable carriage-pole, the combination with the pole and draw-bar, of the pole-irons on the ends of the draw-bar, said pole-irons consisting of a fixed and a movable
10 member, the fixed member having a rounded projecting head and an annular recess, the movable member having a curved concavity in its upper face, which receives the head of the fixed member and having an annular
15 shoulder, which lies in the annular recess in

the fixed member, said movable member having a horizontal plate projecting from its under face provided with an oblong slot concentric with the axis of oscillation of said movable member said plate lapping onto the
20 under face of said fixed member and a bolt passing through said fixed member and through said slot in the plate of the movable member.

In testimony whereof I sign this specification in the presence of two witnesses.

JAMES SETCHFIELD.

Witnesses:

HENRY C. VAN ATTA,
GEO. R. LEE.