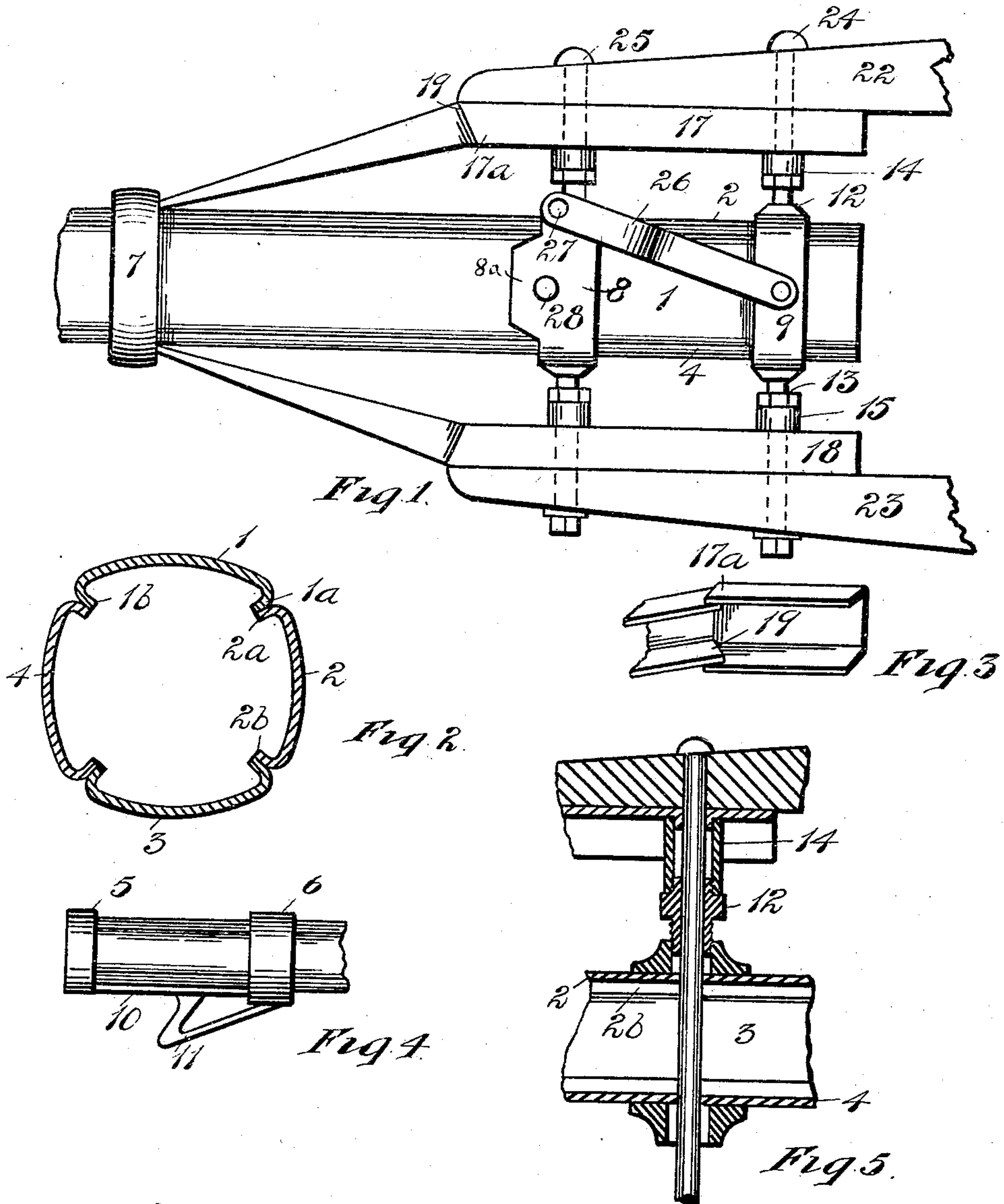


W. H. SPILLMAN & E. M. BARNES.
WAGON POLE.

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928,708.

Patented July 20, 1909.



Witnesses

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UNITED STATES PATENT OFFICE.

WILLIAM H. SPILLMAN AND ELMER M. BARNES, OF ST. JOSEPH, MICHIGAN.

WAGON-POLE.

No. 928,708.

Specification of Letters Patent.

Patented July 20, 1909.

Application filed January 25, 1909. Serial No. 474,141.

To all whom it may concern:

Be it known that we, WILLIAM H. SPILLMAN and ELMER M. BARNES, citizens of the United States, residing at St. Joseph, county of Berrien, State of Michigan, have invented a certain new and useful Improvement in Wagon-Poles, and declare the following to be a full, clear, and exact description of the same, such as will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to wagon poles; it has for its object an improved wagon pole made from sheet metal, and arranged with adjustable connecting tongue hounds between itself and the hounds of the wagon.

In the drawing:—Figure 1, is a plan view of the hounds end of the pole and the connection between the pole and the hounds. Fig. 2, is a cross section of the pole. Fig. 3, is a perspective view of a portion of a tongue-hound. Fig. 4, is a side elevation of the end of the pole. Fig. 5, is a section, on an enlarged scale, through the rear connection between the hounds and the pole.

The pole proper is made from four pieces of heavy sheet metal stave members 1, 2, 3, and 4, each of which is formed to produce a longitudinal channel with a curved web uniting two flanges 1^a and 1^b. The flanges 1^a, 1^b, are radial to the cross section of the pole. A side member 2 of the pole is made in similar shape, with a curved web and the flanges 2^a and 2^b. Four of these channel members, larger at the hounds end of the pole, than at the front end of the pole, are joined together, and bound together by hoops 5, 6, 7, 8, and 9. The two front hoops 5 and 6 are united by a bar 10, from which projects the holdback 11, made as a unitary casting, with the hoops 5 and 6, preferably made from malleable iron. At the rear end of the pole, the members are bound together by trunnion bearing hoops 8 and 9. The trunnions are perforated and adjusting sleeve bolts 12 and 13 are inserted in the screw threaded openings of the trunnions and in screw threaded sleeves 14 and 15 which engage between the sleeve bolts and the hound members 17 and 18. The hound members are channel members, with the web 17^a cut suitably to allow the channel member to bend at the angle 19, and the web part of the member in front of the cut at the angle 19 is narrowed until it vanishes at the extreme

front end; the front end of the hound is inserted under hoop 7, under which hoop the hound member has a slight play, to enable the hound member 17, as a whole, to be drawn closer to the body of the pole, or expanded farther away from the body of the pole by turning the sleeve members 12 and 13, thus making the hound members adjustable in width, so that they may engage between wagon-hound members 22 and 23, on wagons of different make; the adjustment need not be great, as the range of variation between the hounds of different wagons is not great, but is sufficient to require that a pole which shall be commercially salable for use with any one of many different makes, shall have some adjustability at this connection.

The pole, as a whole, is held to the hounds by bolts 24 and 25, which pass through the hounds, through the tongue-hounds 17 and 18, through sleeves 14 and 15, through the trunnion ring 9, and through the sleeve members 12 and 13. The connection by which bolt 25 engages through the hoop 8 is precisely similar. At the angle 19, the side flanges of the brace tongue-hound 17 overlap the flanges on the rear part of the hound, lapping by the flanges on the front part of the member, and when there is occasion to adjust the hound members, as above mentioned, the member is bent at this part to make the necessary adjustment. As this adjustment generally is made only on the first occasion of use, and not afterward, the bending is not frequently repeated.

The upper face of the hoop or ring 8 is flat surfaced to form a bearing 8^a, for the double-tree, and a hammer guard 26 pivoted to the rear hoop 9, and provided with a hole 27 to register with the hole 28, is arranged to engage over the doubletree.

What we claim is:—

1. The combination of a wagon pole composed of a plurality of flanged stave members abutting laterally one against another, encircling bands holding the same in assembled relation, hound members engaging with their forward ends between one of said bands and the pole, and adjustable means for holding the pole and the hound members in desired relation to one another, substantially as described.

2. In combination, a wagon pole, comprising a plurality of correlated stave members, each having flanged edge portions

adapted to be brought into contact with the
corresponding parts of adjacent members,
bands engaging about the assembled stave
members, hound members engaging with
5 their tapering ends under one of said bands,
bolts engaging through the pole and another
of said bands and through the hound mem-
bers, and adjusting nuts thereon, whereby
the distance between the adjacent ends of the
10 hound members and the corresponding part

of the pole may be regulated, substantially as
described.

In testimony whereof, we sign this specifi-
cation in the presence of two witnesses.

WILLIAM H. SPILLMAN.
ELMER M. BARNES.

Witnesses:

FRANK ENDRES,
CHARLEY KRAMER.