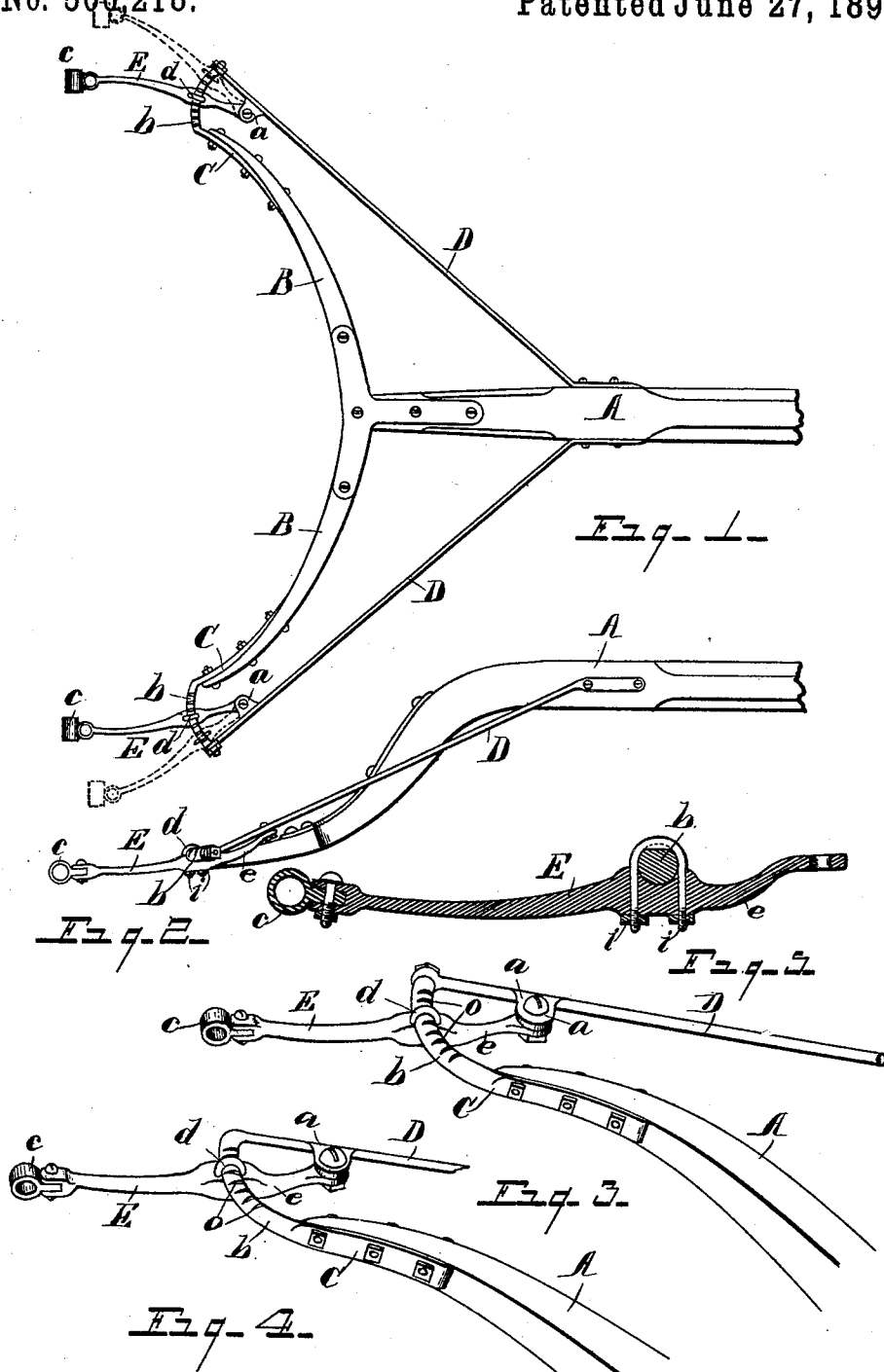


(No Model.)

W. D. RUMSEY.
CARRIAGE POLE.

No. 500,218.

Patented June 27, 1893.



WITNESSES
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UNITED STATES PATENT OFFICE.

WILLIAM D. RUMSEY, OF DETROIT, MICHIGAN.

CARRIAGE-POLE.

SPECIFICATION forming part of Letters Patent No. 500,218, dated June 27, 1893.

Application filed August 20, 1892. Serial No. 443,576. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM D. RUMSEY, a citizen of the United States, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Adjustable Carriage-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 letters of reference marked thereon, which form a part of this specification.

This invention relates to new and useful improvements in adjustable vehicle poles; and consists in a certain construction and arrangement of parts, as hereinafter fully set forth, the essential features of which being pointed out particularly in the claims.

The object of the invention is to produce a pole, that is simple and strong, that may be cheaply constructed; that shall have a wide range of adjustment so as to accommodate the greatest variation in the gage of vehicles, and in which the arrangement is such as to enable the pole to be readily adjusted, when desired. This object is attained by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a plan view of the pole, showing by dotted lines the adjustment thereof. Fig. 2 is a side elevation of same. Fig. 3 is an enlarged perspective of the adjustable parts. Fig. 4 is a like view of a slight modification. Fig. 5 is an enlarged longitudinal section through the adjustable arm which is adapted to be attached to the clip on the axle.

Referring to the letters of reference, A indicates the ordinary bent pole, and B the circle-bar which is attached to the rear end thereof. Secured to the free ends of the circle-bar are the extension irons C, the ends *b* of which curve outwardly from the circle-bar, and to which the rear ends of the brace-rods D are attached, the forward ends of said rods being coupled to the opposite vertical faces of the pole.

Formed on the inner face of the rods D near their rear ends is a lug or ear *a*, to which the forward ends of the adjustable arms E

are pivoted, the free ends of said arms being provided with a pivoted head *c* having an eye therein for attachment to the jaws or futchells on the axle. On referring to Fig. 5 it will be seen, that the arm E is curved downward at *e* so as to pass under the curved end *b* of the extension iron, the upper face of said arm having a concave therein, in which the curved end of said iron is adapted to lie, said parts being coupled by means of the staple-bolt *d*, which sits astride of said iron, its ends passing through the adjustable arm and receiving the nuts *i*. Whereby, by tightening said nuts, the arm may be securely clamped to the extension iron.

To effect an adjustment of the arms E, the nuts *i* are loosened, when said arms may be swung horizontally, as shown by dotted lines in Fig. 1, to adjust the pole to the various widths of vehicles. The end *b* of the extension-irons being curved concentric with the pivotal point of the arm E, permits said arms to swing freely in the arc of a horizontal circle, the staple-bolt *d* riding upon the curved portion of said iron as the arm is adjusted, the upper surface of said curved iron being serrated or provided with a series of depressions *o* that engage the loop of the staple-bolt to more firmly secure the parts when adjusted. If desired, the curved extension-iron C and brace-rod D may be formed integral, as shown in Fig. 4, without departing from the spirit of my invention. It will now be apparent, that this improved pole, is simple, strong, and may be cheaply constructed, is susceptible of a wide range of adjustment, and quickly and easily adjusted.

Having thus fully set forth my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In an adjustable carriage pole, the combination of the pole, the circle-bar, the outwardly curved extension irons attached to the ends of said bar and forming the complementary end portions thereof, the brace rods extending from the pole to the outer ends of said irons, the pivoted draft arms crossing the curved extensions of the circle bar and adjustably attached thereto and having means of attachment to the axle said arms being adapted to swing horizontally in the arc of a

circle concentric with the curved extension-irons.

2. In a carriage-pole, the combination of the pole, the circle-bar, the brace rods, the outwardly curved portion of the extension-irons attached to the ends of the circle-bar, the adjustable arms pivoted to the brace-rods, and adapted to swing horizontally in the arc of a circle concentric with said curved extensions and means for clamping said arms to the outwardly curved extension irons.

3. In a carriage-pole, the combination of the pole, circle-bar, and brace-rods, the curved extension-irons attached to the ends of the circle-bar, and having the brace-rods attached to the outwardly curved ends thereof the pivoted adjustable arms adapted to swing in a circle concentric with the curve of said extensions, the staple-bolts astride of said curved irons and secured in said arms, where-

by said arms may be clamped to said curved-irons, when adjusted.

4. In a carriage-pole, the combination of the pole, the circle bar having the outwardly curved extensions provided with depressions therein, the brace-rods attached to outer ends of said curved extensions, the adjustable arms pivoted to said brace-rods and crossing said curved extensions, the staple-bolts astride of said curved extensions and passing through said arms, the nuts on the ends of said bolts, whereby they may be drawn into the depressions in said extensions.

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

WILLIAM D. RUMSEY.

Witnesses:

E. S. WHEELER,
H. R. WHEELER.