(No Model.)

F. L. SATTLEY.

VEHICLE POLE.

No. 458,728. Patented Sept. 1, 1891.

Fig. 1.

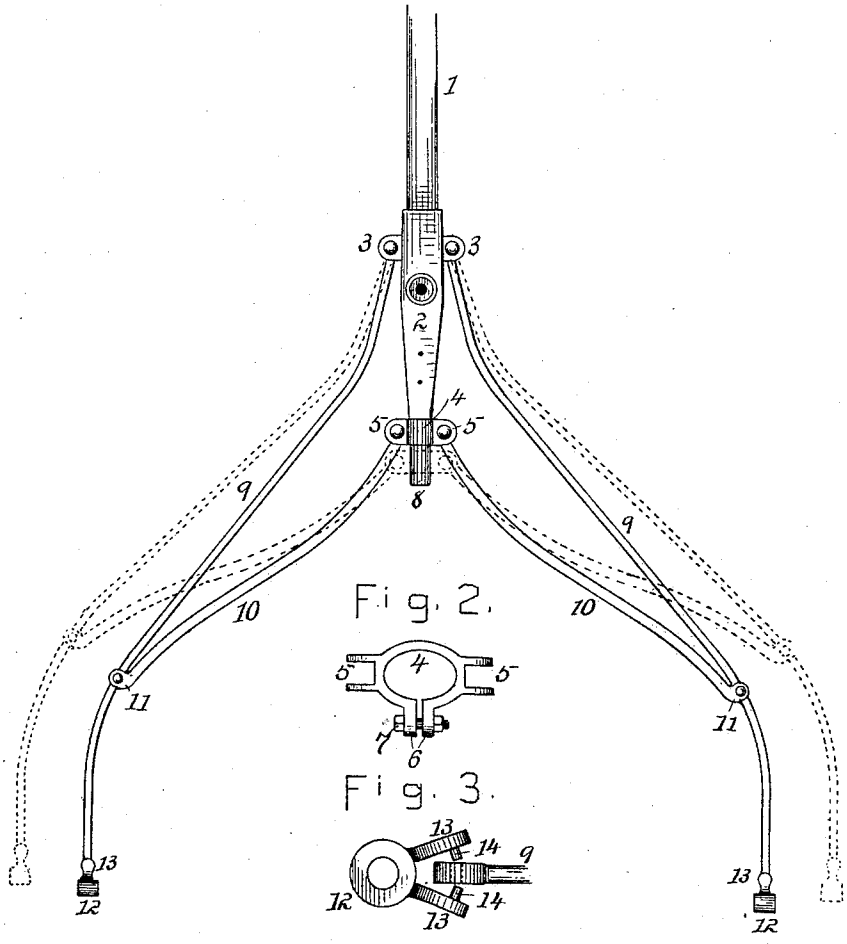

Fig. 2.

Fig. 3.

ATTEST

Helen Graham

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INVENTOR

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by his attorney

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THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

FRED L. SATTLEY, OF SPRINGFIELD, ILLINOIS.

VEHICLE-POLE.

SPECIFICATION forming part of Letters Patent No. 458,728, dated September 1, 1891.

Application filed January 19, 1891. Serial No. 378,206. (No model.)

To all whom it may concern:

Be it known that I, FRED L. SATTLEY, of Springfield, in the county of Sangamon and State of Illinois, have invented certain new and useful Improvements in Vehicle-Poles, of which the following is a specification.

This invention is designed to provide a pole for buggies, &c., the connecting braces of which may be readily adjusted to conform to different widths and secured firmly in any desired position; and it consists in the details of construction and combinations of parts hereinafter set forth and claimed.

In the drawings accompanying and forming a part of this specification, Figure 1 is a plan of the invention, showing by the aid of dotted lines two positions of adjustment. Fig. 2 is a representation of the clamp by means of which the adjustments are effected and the parts secured firmly after such adjustment. Fig. 3 is a representation of the coupling, showing the manner in which the same is secured to the draft-bars.

The box 2 is suitably secured to the pole 1 and is provided with lugs 3. Its rear end 8 is oval in cross-section and of uniform diameter for some distance. The clamp 4 is adapted to the end 8 of the box. It has the lugs 6, through which the clamping-bolt 7 extends, and it also has the lugs 5. Draft-bars 9 are pivotally connected with lugs 3 and with the clips 13 of couplings 12. Braces 10 are pivotally connected with lugs 5 of clamp 4 and are also pivotally connected at 11 with the draft-bars. The clamp is held in any desired position on the end of the box by means of bolt 7, and when it is desired to vary the width between couplings 12 the bolt is loosened, the clamp shifted forward or backward on the box, according as it is desired to narrow or widen the space, and the bolt is retightened. The clips 13 of couplings 12 are malleable. They diverge when formed, and they have pins 14 on their inner sides. The draft-bars 9 have holes adapted to the pins of the clips, and such bars are secured to the clips in a pivotal manner by passing the ends of the bars between the clips, as seen in Fig. 3, and closing the clips on the bars with the pins in the holes thereof.

The essential feature whereby adjustment may be effected comprises a clamp mounted adjustably on the pole or on a box secured to the pole and two pairs of bars connected together rearwardly and connected at their forward ends one pair with the clamp and the other pair with the pole or box. The shown arrangement is perhaps preferable; but it is obvious that the result would be practically the same if the bars 10 extended to the coupling or if the clamp were placed at the forward end of the box and connected with bars 9, the bars 10 being at the same time connected with immovable lugs on the rear end of the box; so, also, the different connections of the bars could be wholly or partly rigid instead of pivotal, and the spring of the metal would still permit adjustment of couplings.

I claim—

1. The combination of the draft-bars connecting pivotally with the pole some distance from the rear end thereof and diverging rearwardly, the clamp adjustable lengthwise of the rear end of the pole, and the braces pivotally connected with the clamp and with the draft-bars, as set forth.

2. The combination of the pole, the box on the pole, having side lugs at its forward end, the clamp adjustable lengthwise of the rear end of the box and having the side lugs, the draft-bars connecting pivotally with the lugs of the box and diverging rearwardly, and the braces connecting pivotally with the side lugs of the clamp and with the draft-bars, as set forth.

3. The combination, with the box, the pivotal draft-bars, and the braces, of the adjustable clamp-strap 4, having lugs 6 and binding-bolt 7, as set forth.

4. The combination, with the draft-bars having holes in their rear ends, of the couplings 12 and the malleable and originally-diverging clips 13, having pins 14 adapted to the holes of the draft-bars, as set forth.

In testimony whereof I sign my name in the presence of two subscribing witnesses.

FRED L. SATTLEY.

Attest:

CLINTON L. CONKLING,

JOSEPH M. GROUT.