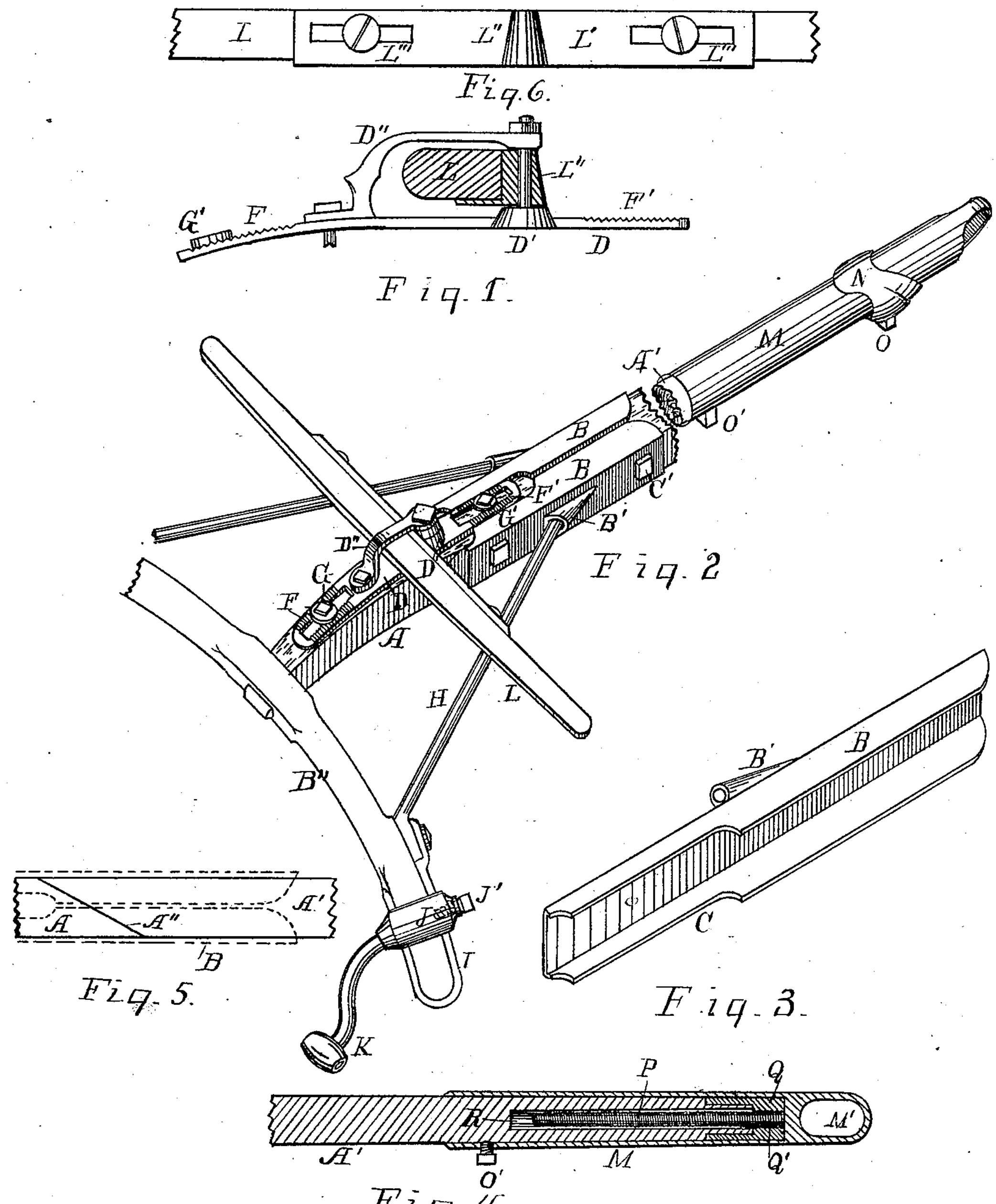
(No Model.)

W. BOUGHTON.

Pole for Vehicles.

No. 226,830. **Patented April 27, 1880.**



Witnesses:

Inventor:

William Boughton

By J. S. Zerbe Atty

UNITED STATES PATENT OFFICE.

WILLIAM BOUGHTON, OF CALEDONIA, OHIO.

POLE FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 226,830, dated April 27, 1880.

Application filed March 3, 1880. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM BOUGHTON, of Caledonia, in the county of Marion and State of Ohio, have invented a new and useful Improvement in Buggy and Wagon Poles, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 is a side elevation of the clevis and section of the double-tree. Fig. 2 is an isometric view of the invention complete. Fig. 3 is a perspective view of the square boxing for the tongue. Fig. 4 is a vertical longitudinal section of the end of the tongue. Fig. 5 is a top view of the tongue and boxing, and Fig. 6 is a front view of the double-tree.

The object of this invention is to provide a wagon or buggy tongue in such a manner that it can be adapted, first, for any size team of horses by lengthening or shortening the pole; second, to enable the driver to properly adjust the double-tree, so as to regulate the draft of the team; third, to change the eyes of the pole nearer together or farther apart, so that the pole can be coupled to any wagon or buggy; and, fourth, to adjust the double-tree forward or backward, to enable the driver to bring the team as near the load as possible, the whole being constructed as will be hereinafter more fully set forth.

In the drawings, the tongue is composed of two parts, the rear part being designated by the letter A and the fore part by A′. These two parts are beveled and united, as shown by A″, Fig. 5. At the point where these two parts of the tongue or pole are united are two shells or boxes, B, one on each side of the pole, having the flanges extending over on the upper and lower surfaces of the tongue, the opposite edges nearly coming in contact with each other. Bolts C′ pass through the forward and rear ends of these boxings, and also through the pole A A′, thus firmly holding together the two parts of the pole.

A portion of the rear part of the flanges on the shells B is cut away, as indicated by C. This permits the forward end of the plate D to pass between the shells B and rest on the pole A. The plate D extends back on the pole a suitable distance, and is slotted fore and aft.

At the slotted portions transverse notches F F′ are formed across the surface, and washers G G′, notched in like manner, are placed on the notches F F′. Bolts G′ then pass through these washers, and operate in slots, for the purpose of fastening down the plate D to the pole A at any desired point.

Centrally on the plate D is an enlargement, D′, to permit of the insertion of the clevis-pin. A short distance back of this, to this plate, is bolted the rear end of the clevis D″, which extends forward to a point vertical with the enlargement D′, allowing space between the plate D and the forward end of the clevis D″ for the double-tree L.

The rear end of the pole A is mortised centrally into the curved hounds B″. The hounds B″ are provided at each extremity with a facing-plate, I, which passes around the edge and extends back a suitable distance from the end and is bolted to the hound. A socket or slide, J, adapted to fit over the ends of the hounds, provided with the plate I, has a nut and screw, J′, on the front side, which operates against the facing-plate I, and enables the socket to be securely fastened at any point on the end of the hounds.

Projecting from the rear end of the socket J is the iron K, suitably curved and terminating in an eye, to enable it to be coupled to the axle-clip.

Each boxing B is provided on its side centrally with a socket, B′, which socket receives the forward end of the brace-rod H, the rear end of which is bolted to the curved hounds B″.

The double-tree L has on its front edge a plate, L′, having a flange below, which extends partly beneath the lower surface. At each end of the plate L′ is a slot, L‴, and screws passing through these slots into the double-tree hold the latter in any position required. Through the central enlargement, L″, is a vertical orifice for receiving the clevis-pin. In the forward end of the pole A is a bore, R, extending back a suitable distance. A ferrule, Q, adapted to fit over the end of the pole, has a perforation, Q′, in the end, threaded.

M represents a cylindrical shell, closed at the forward end and terminating in a loop or ring, M′. Within this shell, and rigidly affixed to the forward end of the shell, is a stem, P, projecting back about two-thirds the length

of the shell. This stem is threaded and adapted to fit the orifice Q′ in the ferrule Q. The shell M is also made of suitable size to fit neatly over the pole A′ without binding. A collar, N, is then placed over this shell, and a screw, O, passing through the collar beneath, acts against the shell and holds the collar at any point on the shell. A screw, O′, through the rear end of the shell M beneath, is used to prevent the shell from turning when in use.

The operation of my invention is as follows: To adjust the shell M on the forward end of the pole A′, the set-screw O′ is released and the shell turned to the left. The threaded stem P, operating in the ferrule Q, draws out the shell the desired distance, when the set-screw O′ is again adjusted. To still further provide for lengthening or shortening the pole, the collar N on the shell can be drawn out or pushed back, and adjusted at any point by the set-screw O.

To provide for the breaking of the pole, it is made in two parts, A A′, as heretofore shown and specified. At the point A″ it is covered by the square boxing B B. The pole from the boxing back is well guarded against breakage by means of the braces H, so that the part of pole indicated by A′ only is liable to be broken. When this occurs the bolts C′ through the boxing B are withdrawn, and another part, A′, supplied. This is also convenient for shipping purposes or in storing away.

The clevis-plate D, carrying the double-tree, provided with the slots fore and aft, enables the team to be closely hitched to the load, and the plate L′, provided with slots in each end, placed on the front edge of the double-tree L, permits the driver to so adjust the double-tree laterally as to meet any inequality in the draft of the team.

When it is desired to adjust the pole to a vehicle having clips on the axle at different distances from each other, the set-screws J′ in the slides J are loosened, and the slides containing the thill-irons K so adjusted as to suit the location of the axle-clips. The curved hound B″ and the slides J also enable the operator to adjust the pole to a true right angle with the front axle.

Having described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A wagon-pole having in the forward end a bore over which is fitted a ferrule having an orifice threaded and adapted to receive a threaded stem, which is rigidly affixed to the interior of a shell that incases the end of said pole.

2. A wagon-pole composed of two parts, A A′, joined by means of a miter, A″, and rigidly united by means of boxings B, placed on each side of the spliced part, having bolts C′ passing through the tongue and boxing, substantially as and for the purpose herein set forth.

3. The boxing B, having portion of the flange C at the rear end cut away, and provided on the side with a socket, B′, substantially as herein set forth.

4. The clevis-plate D, slotted at both ends, as shown, having transverse notches on its upper surface at the slotted part, in combination with the pole A, having the bolts G, operating in the slots, and notched washer G′, substantially as herein set forth, and for the purpose specified.

5. The clevis-plate D, having the clevis D″, in combination with the double-tree L, provided with a flanged plate, L′, having slots L‴ at each end thereof, by means of which the double-tree can be shifted to either side, substantially as and for the purpose herein specified.

6. The wagon-pole A, provided with curved hounds B″, as shown, and having a facing-strap, I, around the extremities of the hounds, in combination with the slides J, having thill-irons K, and the set-screws J′, substantially as and for the purpose herein specified.

7. The combination of the wagon-pole A A′, having the boxing B and bolts C′, the shell M, stem P, and ferrule Q, and the slotted plate D, carrying the double-tree L, with the curved hounds B, having the facing-straps I, slides J, and braces H, all operating substantially as herein described, and for the purpose set forth.

In testimony that I claim the above I have hereunto set my hand, this 26th day of February, A. D. 1880, in the presence of witnesses.

WILLIAM BOUGHTON.

Witnesses:
WILLIAM S. GREEN,
WILLIAM WILLIAMS.