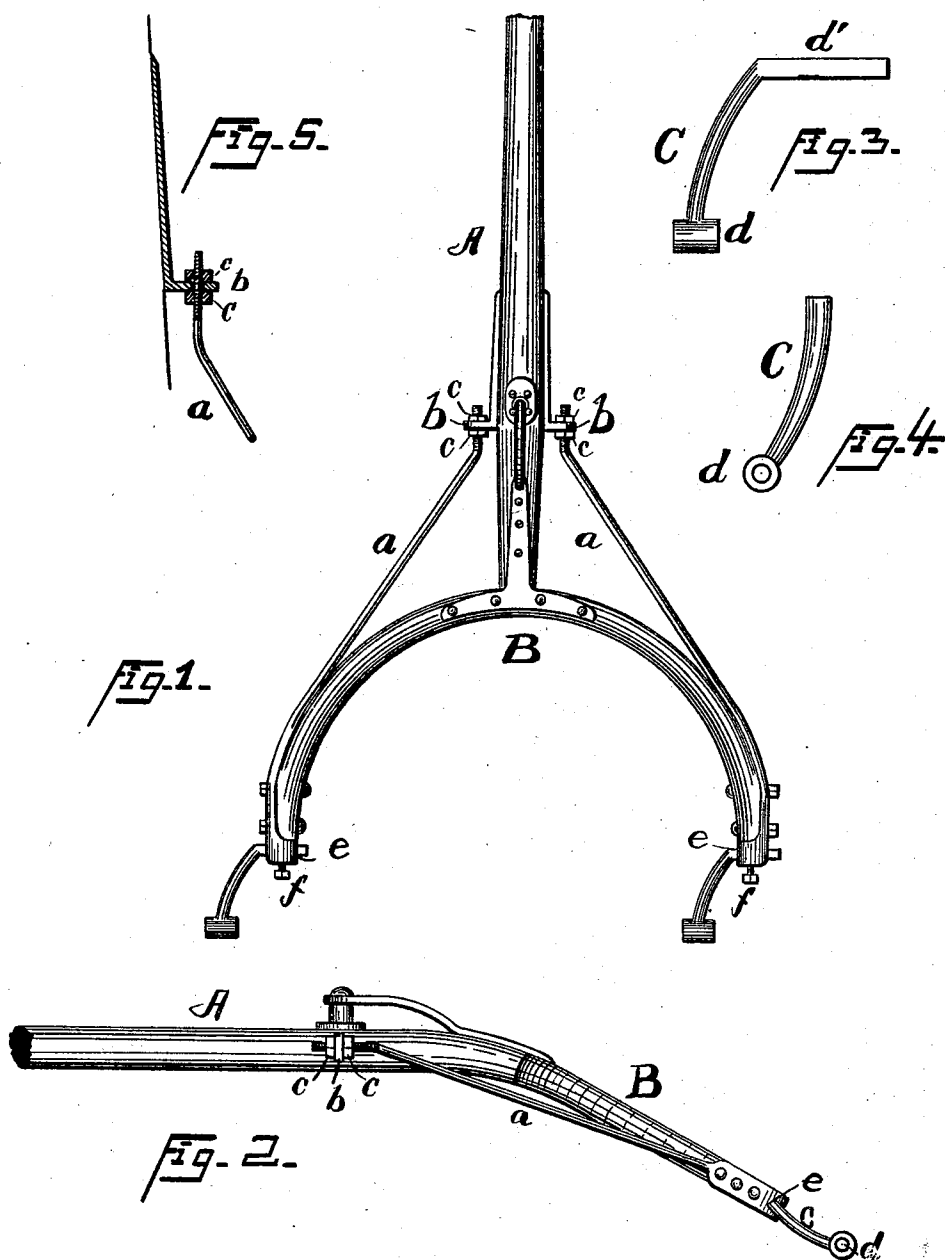


(No Model.)

G. S. CLARK.
VEHICLE POLE.

No. 550,945.

Patented Dec. 10, 1895.



WITNESSES:

Charles W. Marvin.
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UNITED STATES PATENT OFFICE.

GEORGE S. CLARK, OF SPEEDVILLE, NEW YORK.

VEHICLE-POLE.

SPECIFICATION forming part of Letters Patent No. 550,945, dated December 10, 1895.

Application filed February 4, 1895. Serial No. 537,227. (No model.)

To all whom it may concern:

Be it known that I, GEORGE S. CLARK, of Speedville, in the county of Tompkins, in the State of New York, have invented new and
5 useful Improvements in Vehicle-Poles, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description,

This invention relates to vehicle poles and
10 thills adapted for use both upon carriages and sleighs; and it consists in two adjustable coupling-irons, the central portions of which extend at an angle to the eyes, while their front ends extend in a line with the front axle, as
15 will be more fully described hereinafter.

My object is to produce a device or attachment for vehicle poles or thills by which I am enabled to utilize a pole or a pair of thills for a carriage or sleigh, or in case it is used upon
20 thills to do away with the shifting-bar and throw them to one side, so that the horse can travel in the sleigh-track; and to that end my invention consists in the several new and novel features and combination of parts here-
25 inafter described, and which are specifically set forth in the claim hereunto annexed. It is constructed as follows, reference being had to the accompanying drawings, in which—

Figure 1 shows a top plan view of the rear
30 end of the pole with my attachments applied thereto, showing the attachment on the left-hand side as applied to a pole designed for use upon a carriage and upon the right-hand side the attachment upon the inside as de-
35 signed for use upon a sleigh. Fig. 2 is a side view thereof. Fig. 3 is a top plan view of the attachment detached. Fig. 4 is an edge view thereof. Fig. 5 is a view of the adjustable braces which connect the T-head or circle with the pole, showing how it may be made
40 true.

A is a pole having the ordinary T-head B, which may be straight or curved, as desired. *a* are rods connecting the shoulder *b* upon

the pole with the T and provided with nuts 45 *c* upon either side of the shoulder for the purpose of lengthening or shortening it, so as to throw the pole either way, as desired.

C is the adjustable coupling-iron, constructed substantially as shown in the draw- 50 ings, having an eye *d* at one end and an arm *d'* at substantially right angles to the body at either end, the said arm *d'* being adapted to be inserted into a transverse opening *e* within the end of the T, and *f* is a set-screw passing 55 through the end of the T and engaging with the arm *d'* for the purpose of holding it at any point desired.

It will be observed that by making the arm *d'* long enough and applying the attachment 60 C to a pair of thills the line of draft may be thrown out of the center to one side, so that the horse may travel within the track.

Having described my invention, what I claim, and desire to secure by Letters Patent, 65 is—

A vehicle pole, having transverse openings through the irons on the ends of its T, and provided with set screws; and braces which are secured both to the T and to opposite 70 sides of the pole, and which are adapted to move the front end of the pole to one side; combined with the coupling irons, both of which are turned in the same direction and provided with the eyes *d*, the bent or curved 75 bodies *c*, and the straight ends *d'*, which pass through the transverse openings in the T irons, whereby the pole can be adjusted to one side of the center of the vehicle, and the wheels prevented from running in the ruts, 80 substantially as shown.

In witness whereof I have hereunto set my hand on this 20th day of December, 1894.

GEO. S. CLARK.

In presence of—

JESSIE E. MURRAY,
HOWARD P. DENISON.