

(No Model.)

2 Sheets—Sheet 1.

A. A. HOLT.

VEHICLE POLE.

No. 305,926.

Patented Sept. 30, 1884.

Fig. 1.

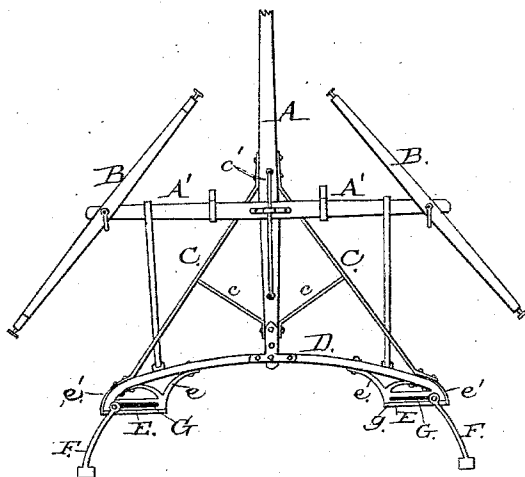


Fig 2

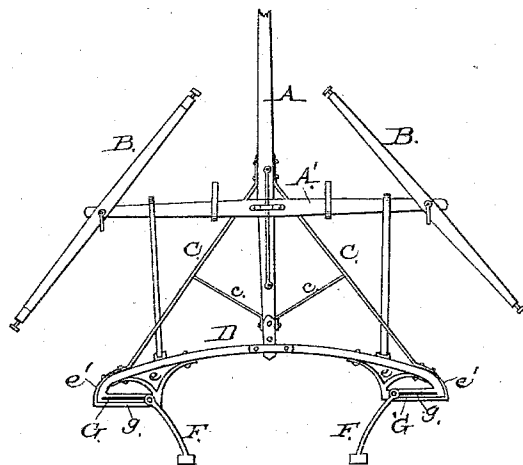
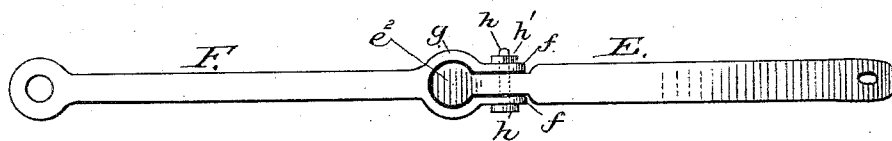


Fig. 3.



Witnesses:

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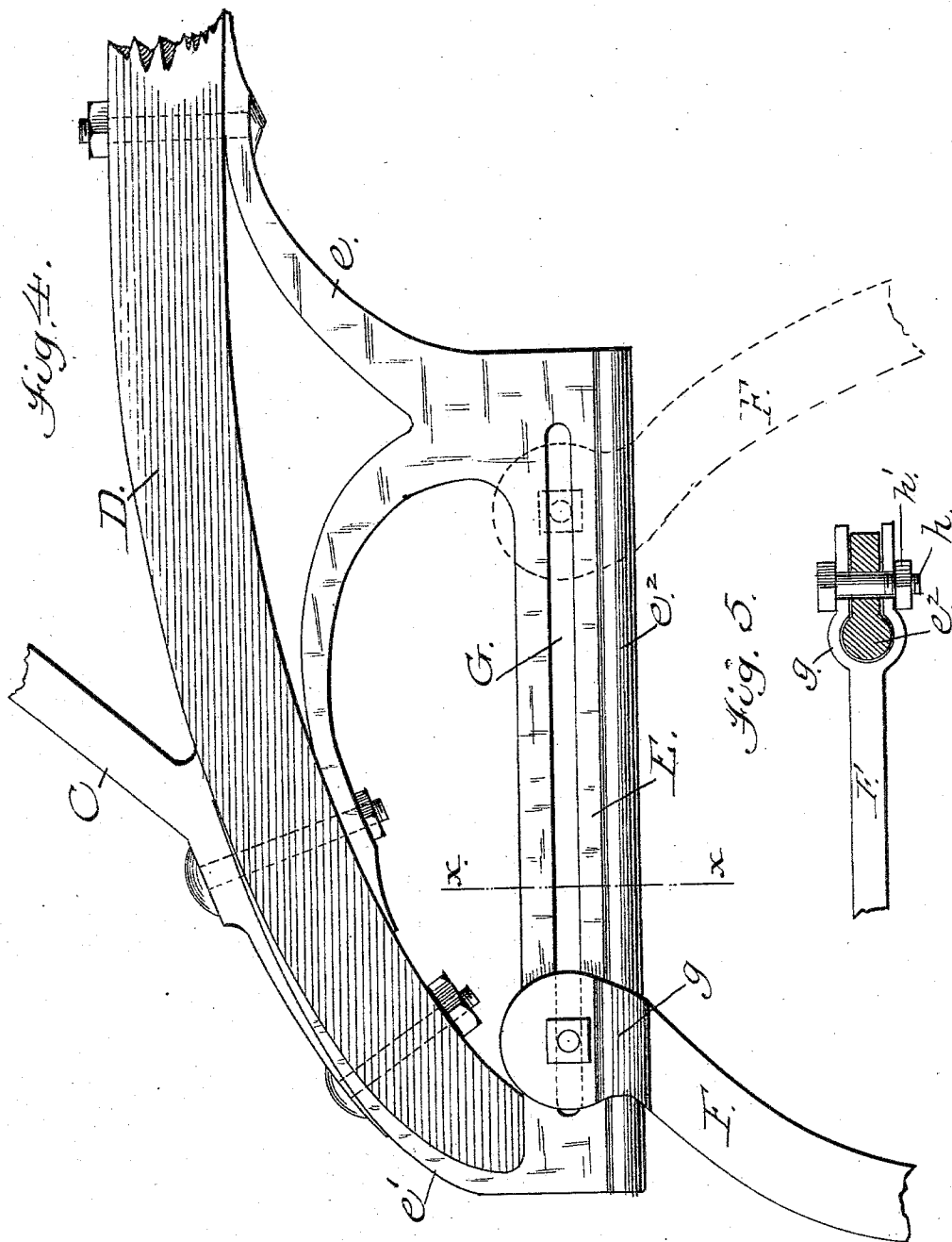
(No Model.)

2 Sheets—Sheet 2.

A. A. HOLT.
VEHICLE POLE.

No. 305,926.

Patented Sept. 30, 1884.



Attest:
L. Walter Fowler,
H. B. Applebach,

Inventor:
Albert A. Holt;
—by his attorneys—
A. H. Evans & Co

UNITED STATES PATENT OFFICE.

ALBERT A. HOLT, OF FITCHBURG, MASSACHUSETTS.

VEHICLE-POLE.

SPECIFICATION forming part of Letters Patent No. 305,926, dated September 30, 1884.

Application filed February 21, 1884. (No model.)

To all whom it may concern:

Be it known that I, ALBERT A. HOLT, a citizen of the United States, residing at Fitchburg, in the county of Worcester and State of Massachusetts, have invented certain new and useful Improvements in Vehicle-Poles; and I do hereby declare the following to be a full, clear, and exact description of the invention, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a plan view of a vehicle-pole and its connections with my improvements attached. Fig. 2 is a similar view with the adjustable connecting-bars reversed. Fig. 3 is a detail of the adjustable connecting-bar and slotted plate detached. Fig. 4 is an enlarged detail of plate E and its connections. Fig. 5 is a detail sectional view on line *x x* of Fig. 4.

My invention relates to poles for carriages or other vehicles, the poles being made adjustable and adapted to fit vehicles of different sizes; and it consists in the novel arrangement and combination of parts, as will be hereinafter more fully set forth and claimed.

To enable others skilled in the art to make and use my invention, I will proceed to describe the exact manner in which I have carried it out.

In the said drawings, A represents a pole for a vehicle, having a cross-bar, A', on which are pivotally secured the whiffletrees B B in the usual manner.

C C represent brace-rods secured to the pole by bolts or otherwise. These brace-rods, after being secured to the pole, pass backward and beneath the cross-bar, and are secured at their outer ends to the curved sweep D, while short diagonal braces *c* connect the brace-rods C C to the pole at a point near where the said pole is connected to the center of the curved sweep. A loop or brace, *c'*, passes over the cross-bar A', and has its ends bolted to the pole. On the outer ends of the sweep are secured the slotted plates E E, by means of the bifurcated curved braces *e e*, which form a part of the slotted plates, and which are secured to the sweep by bolts passing through the curved braces *e e*, and also through the curved sweep and braces C C. The plates E have on their outer end curved portions *e'*, which pass over the ends of the sweep and beneath the flattened portion of the brace-rods C C in such a

manner that the plates E are held firmly and securely to the curved sweep.

F F are right and left curved adjustable connecting-bars, having a hub or sleeve by which they are connected to the vehicle by any of the well-known means. These connecting-bars have also enlarged portions, as at *g*, which are adapted to encircle and slide upon corresponding enlarged portions, *e'*, formed on the plates E. The ends of the curved adjustable connecting-bars F adjacent to the enlarged portions are bifurcated to form flanges *f f*, located above and below the slot G, formed in the plates E. A bolt, *h*, passes through these flanges and the slot, and is threaded to receive a nut, *h'*, which is adapted to hold the said parts firmly together in any portion of the slot in which they may be placed. From this construction it will be readily seen that the connecting-bars F F are made adjustable by the means just referred to, and can thereby be adjusted to suit the size of different vehicles by simply releasing the nut *h'* and moving the bolts in the slots until the required distance is obtained, and then again securing the parts together by means of the nut, as before stated.

When it becomes necessary to use the pole for very narrow vehicles, the adjustable connecting-bars are reversed and the bolt placed in or near the opposite end of the slot, as shown in Fig. 2. This will bring the ends of the bars which are to be attached closer together.

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

1. The plates E E, consisting of the curved braces *e e* and the curved portion *e'*, and having an enlarged portion, *e'*, in combination with the adjustable curved connecting-pieces and bolts adapted to slide in a slot formed in the plates E E, substantially as and for the purpose set forth.

2. The adjustable curved connecting-bars F F, having the flanges *f f*, and an enlarged portion, *g*, adapted to slide upon an enlarged portion formed on the slotted plates E, secured to the rear of the curved sweep D, substantially as and for the purpose set forth.

ALBERT A. HOLT.

Witnesses:

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JOHN F. PRINCE.