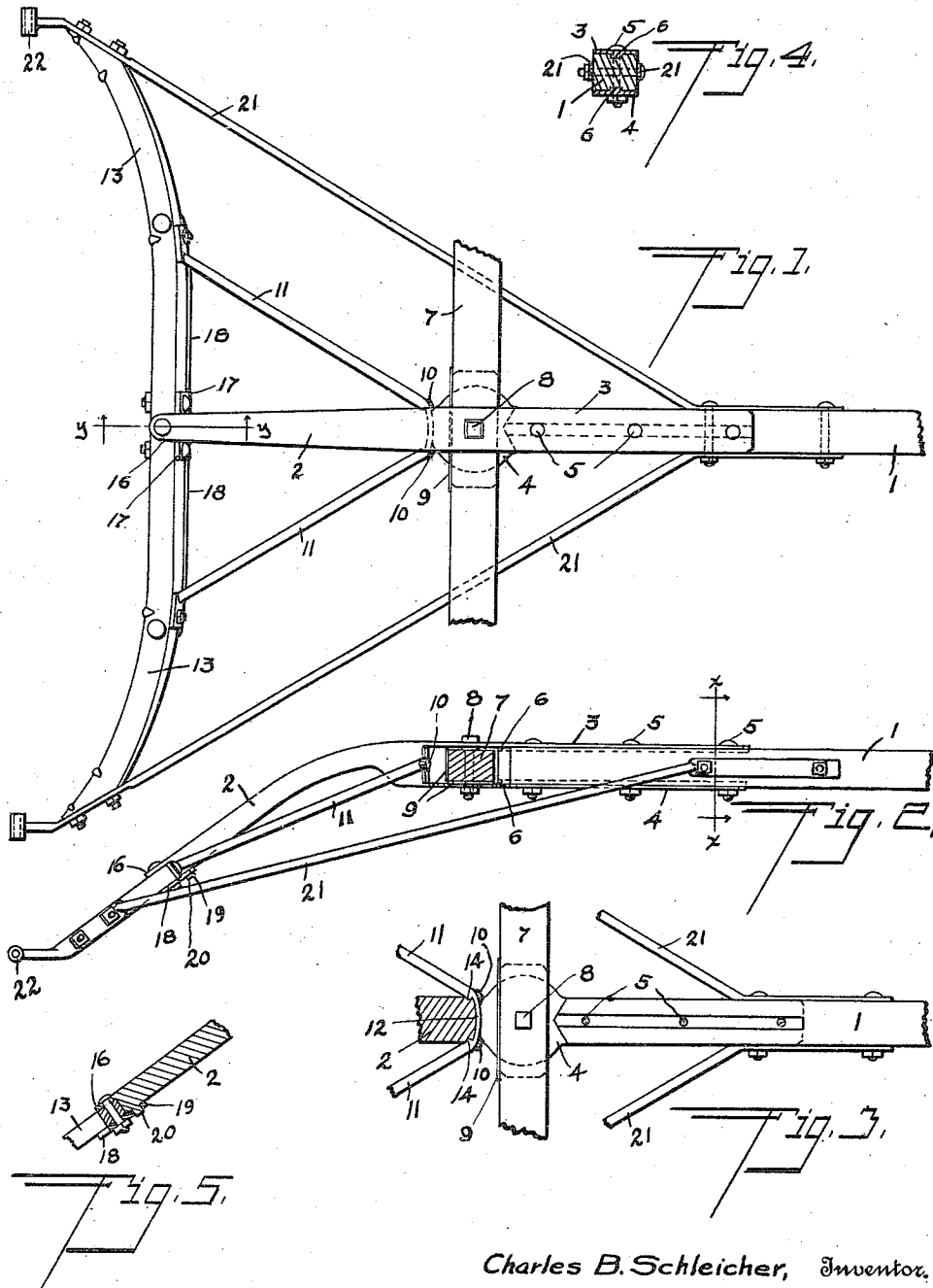


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VEHICLE POLE.
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986,316.

Patented Mar. 7, 1911.



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VEHICLE-POLE.

986,316.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, CHARLES B. SCHLEICHER, a citizen of the United States, and a resident of Brady, in the county of Lincoln and State of Nebraska, have invented certain new and useful Improvements in Vehicle-Poles, of which the following is a specification.

My invention relates to vehicle-poles, and more particularly to the construction of the rear end portions of poles for light vehicles.

It is the object of my invention to provide a light, strong, durable and comparatively inexpensive structure of this kind, and to further provide means for connecting the double-trees by which the same are swung in horizontal alinement with the tongue instead of being disposed above or below the same.

Constructions embodying my invention are illustrated in the accompanying drawings, in which—

Figure 1 is a plan view of the rear end portion of the pole, Fig. 2 is a side elevation thereof, Fig. 3 is a detail plan view of the pole-socket with the upper plate of the forked end thereof removed, Fig. 4 is a detail section on the plane of the line $x-x$ of Fig. 2, and Fig. 5 is a detail section on the plane of the line $y-y$ of Fig. 1.

In carrying out my invention I provide a tongue 1 which may be made of wood and of which all but the rear end portion may be of ordinary form and size. At the rearward end of the tongue, however, instead of bending or curving the same downwardly to connect with the circle-bar as in the ordinary construction of vehicle-poles of this class, I provide a socket, preferably made of malleable metal and comprising a downwardly-curved shank or neck 2 of which the front end is forked and extended forwardly as the upper and lower plates 3 and 4. The end of the tongue is secured between the forward portions of said plates 3 and 4 by means of bolts 5 passed vertically through the same. Upon the inner faces of the plates are longitudinally-extending ribs 6 which fit into corresponding grooves made in the upper and lower sides of the tongue and assist in holding the parts in proper relation to each other. The rear end of the tongue is beveled toward the sides, and behind the same the double-tree 7 is passed between the plates 3 and 4. The plate 4 has a circular enlarged portion below the double-tree, and in the upper plate 3 is a rectangular opening of a

size adapted to receive the head of the pivot-bolt 8. Said bolt passes down through the double-tree and lower plate, and at its lower end is provided with a nut by which it may be tightened upon the double-tree to hold the same down onto the lower plate and prevent rattling. The bottom and rearward sides of the double-tree are preferably provided with metal reinforcing-plates 9 arranged as shown. A sufficient clearance space is allowed behind and in front of the double-tree to permit the same to swing to a suitable angle before engaging the beveled end of the tongue which forms the front swing-stops therefor. The rear swing-stops are formed by lugs 10 on the inner brace-rods or hounds 11. Said rods have a flat connecting portion 12 which is bent to fit into an arcuate channel made in the end of the shank 2 between the plates 3 and 4, and from said connecting portion the rods extend diagonally downward and rearward to the circle-bar 13 with which they are connected by T-bolts, as shown. The shoulders 14 formed at the juncture of the rods and connecting portion 12 fit into recesses made in the side of the shank 2, as shown in Fig. 3, so as to form thrust-stops for the ends of the rods. The brace-rods are thus securely connected with the pole-socket without the use of bolts or screws. At the rearward end of the shank 2 the same has an upper lug 16 thereon extending over the top of the circle-bar, and side-lugs 17 engaging the front side of the bar, all of which are connected with the bar by suitable bolts passed through the same. A metal reinforcing-plate 18 is secured on the lower side of the circle-bar at the central part thereof and said plate has a lug which extends out under the end of the shank 2, from which a pin 20, integral therewith, extends through an opening in said lug 19 as shown in Fig. 5. At the ends of the circle-bar the outer brace-rods or hounds 21 are secured thereto by T-bolts, as shown. Said hounds carry at their rearward ends the coupling-heads 22, and from the ends of the circle-bar extend diagonally upward and forward to connect with the tongue 1 at the sides thereof adjacent to the front ends of the socket-plates 3 and 4, as shown.

From the foregoing it will be apparent that my invention provides a strong and rigid rear end construction for the poles of light vehicles; and by the arrangement of the double-tree in horizontal alinement with

the tongue a more efficient connection is made between the same; and that by the use of the front and rear swing-stops formed by the end of the tongue and the lugs 10, the use of stay-straps for limiting the swing of the double-tree is made unnecessary and the appearance of the structure rendered more slightly.

Now, having described my invention, what I claim and desire to secure by Letters Patent is:

1. In a vehicle-pole, a tongue, a circle-bar, a metal shank connected at one end with the circle-bar, vertically-spaced plates integral with the shank and extending from the opposite end thereof, means for securing the rearward end of the tongue between said plates, and a double-tree pivotally disposed between the plates adjacent to the shank and in horizontal alinement with the tongue, so that the end of the tongue forms stops to limit the swing of the double-tree.

2. In a vehicle-pole, a tongue, a circle-bar, a metal shank connected at the rear end with the circle-bar, vertically-shaped plates extending from the front end of the shank, means for securing the rearward end of the tongue between said plates, a double-tree pivotally disposed between said plates and behind the end of the tongue, brace-rods connected at their rearward ends with the circle-bar, and a connecting portion integral with said brace-rods and passing around the front end of the shank between the plates, there being shoulders formed at the juncture of the rods and connecting portion and fitting into recesses in the sides of the shank to form thrust-stops for the rods.

3. In a vehicle-pole, a tongue, a metal shank, upper and lower plates integral with

the shank and fitting over the rearward end of the tongue, a double-tree extending transversely between said plates and between the ends of the tongue and shank, and a pivot-bolt of which the head fits into an opening in the upper plate and engages the upper side of the double-tree, said bolt passing through the double-tree and lower plate substantially as described.

4. In a vehicle-pole, a tongue, a metal shank, upper and lower plates integral with the shank and fitting over the rearward end of the tongue, the said plates extending behind the end of the tongue so as to form a transverse opening between them, a whiffletree extending through said transverse opening between the plates and behind the end of the tongue, and a bolt passing vertically through the plates and whiffletree to pivotally connect the same.

5. In a vehicle-pole, a tongue, a circle-bar, a metallic member connected with the rearward end of the tongue and with the center of the circle-bar, said connecting member having a transverse opening adapted to receive a double-tree, brace-rods connected with the intermediate portions of the circle-bar and with the connecting member behind the transverse opening for the double-tree, and other brace rods connected with the end portions of the circle-bar and with the tongue in front of the double-tree.

In testimony whereof I have hereunto subscribed my name in the presence of two witnesses.

CHARLES B. SCHLEICHER.

Witnesses:

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