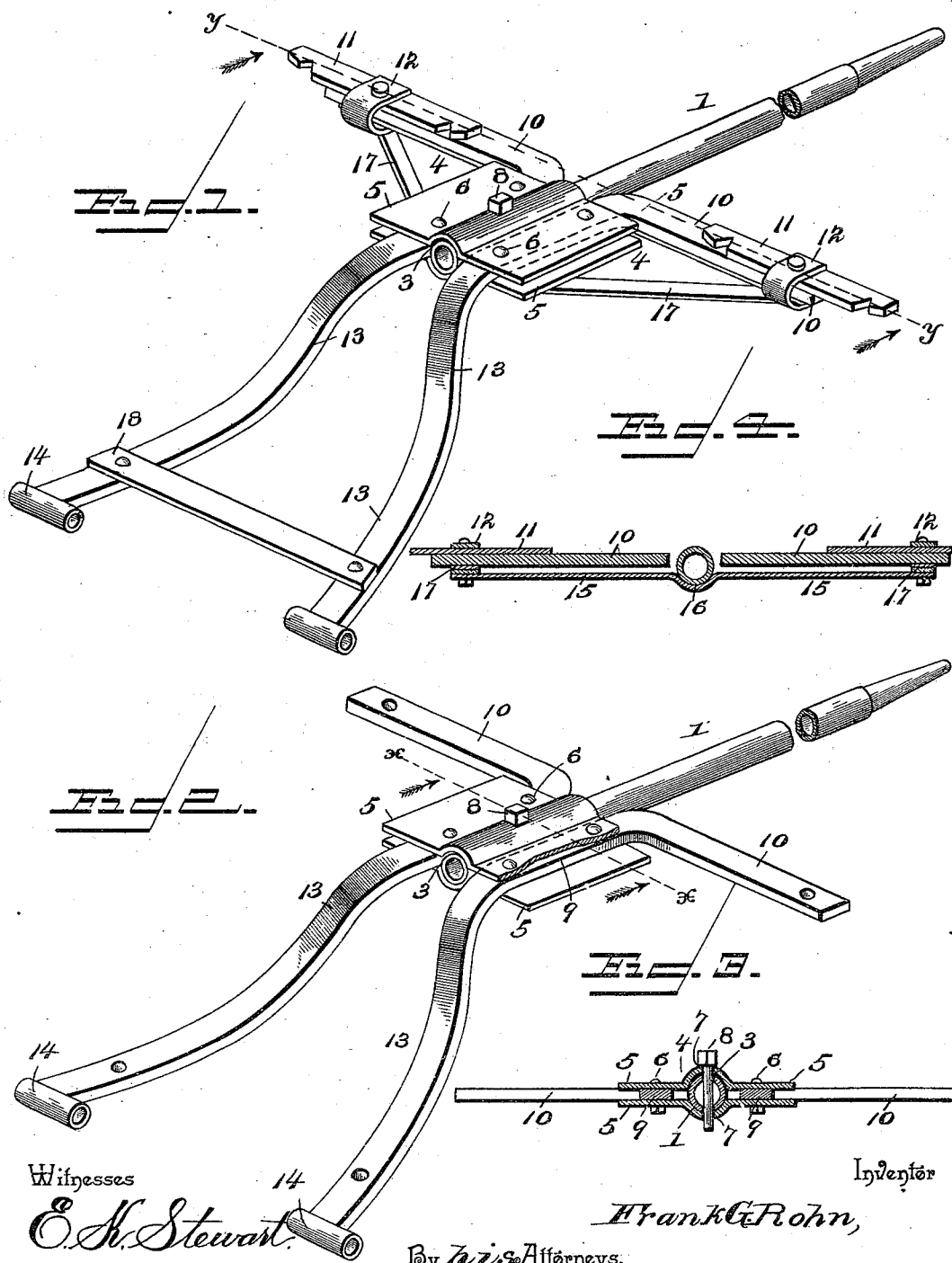


(No Model.)

F. G. ROHN.
VEHICLE POLE.

No. 501,255.

Patented July 11, 1893.



Witnesses

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UNITED STATES PATENT OFFICE.

FRANK G. ROHN, OF LAMPASAS, TEXAS.

VEHICLE-POLE.

SPECIFICATION forming part of Letters Patent No. 501,255, dated July 11, 1893.

Application filed March 17, 1893. Serial No. 466,495. (No model.)

To all whom it may concern:

Be it known that I, FRANK G. ROHN, a citizen of the United States, residing at Lampasas, in the county of Lampasas and State of Texas, have invented a new and useful Vehicle-Pole and Supports, of which the following is a specification.

This invention relates to vehicle poles and supports therefor, and has for its object to simplify the construction and arrangement of devices of the nature set forth and to make a positive and secure fastening or support for the pole.

With these and other ends in view, the invention consists of the construction and arrangement of the parts thereof as will herein-after be more fully described and claimed.

In the drawings: Figure 1 is a perspective view of the improved device, showing the same completely supplied with braces. Fig. 2 is a similar view of the device, showing the braces disconnected and illustrating the device in operative form without the braces. Fig. 3 is a transverse sectional view on the line $x-x$, Fig. 2. Fig. 4 is a transverse vertical section on the line $y-y$, Fig. 1.

Similar numerals of reference indicate corresponding parts in the several figures of the drawings.

Referring to the drawings, the numeral 1 designates a pole constructed of either wood or metal, and when formed of metal gas-pipe may be conveniently employed for the purpose. The front end of the pole is provided with a suitable nose, and the rear of the same has an opening 2 extending therethrough, and said rear end of the pole is removably fitted in an elongated socket 3, formed in a table 4, consisting of two plates 5 that are centrally bent outwardly in a longitudinal direction to form the socket 3. These plates are permanently held together by bolts 6, arranged on opposite sides of the socket 3, and said socket is of such size as to permit mounting therein poles of varying cross-sectional diameters. Vertically extending through the socket 3, is an opening 7, that is formed in the upper and lower plates and aligns with the opening 2 in the pole, and therein is removably fitted a bolt 8, whereby the pole may be detachably connected to the table. The parts of the plates 5, on opposite sides of the

socket 3, are formed as embracing flanges, and therein are mounted longitudinally-extending parallel portions of arms 9 that are secured to the table by bolts 6 and held in immovable connection with the said table. At the front termination of the table the arms 9 are turned sharply at an angle and extend outwardly in opposite directions to form transverse supports 10, to the outer ends of which singletrees 11 are movably connected and held in proper relative position by metallic straps 12. The rear part of the arms 9, at about the point where they leave the rear side or end of the table are deflected downwardly in concave form and diverged from each other toward the rear ends of the same to provide connecting bars 13, that have heads 14 on the ends of the same arranged to be attached to a coupling on the running gear of the vehicle.

The construction thus far described is clearly shown in Fig. 2 and may be conveniently employed without any further attachments, but to form a still stronger construction that may be found necessary for various purposes, the braces shown applied in Fig. 1 are used, and consist of a front transversely-disposed brace 15, having the ends thereof attached to the pivotal bolt of the singletrees, and concave in the center, as at 16, to pass under the pole, and this brace prevents the ends of the transverse supports 10 from being drawn farther apart and to resist such tendency of the said supports. Braces 17 are also provided and have their front ends attached to the pivotal bolts of the singletrees and extended convergingly backward to have their rear ends connected to the rear bolts 6 of the table, and prevent the supports 10 from being drawn forwardly out of proper position and also equalize the draft strain brought to bear on the singletree. The rear part of the connecting-bars 13 are united by a cross-brace 18, that obviates distortion or spreading of the said connecting-bars and hold the latter in true adjusted position.

The device as a whole, with the braces applied, or in the simplified form of the same, as shown in Fig. 2, provides a strong and durable attachment for vehicles and a convenient support for the pole, as the latter can be quickly attached or detached with the evident attending advantages; and it is obviously ap-

parent that changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

Having described the invention, what is claimed as new is—

1. In a device of the character set forth, the combination of a table having a socket therein, a pole removably fitted in said socket, and arms connected to the opposite sides of said table and having front oppositely-extending ends to which the singletrees are attached, and downwardly-bent divergent rear connecting-bars arranged to be attached to the running-gear, said front ends and connecting-bars being continuous of the arms, substantially as described.

2. In a device of the character set forth, the combination of a table having a socket therein, a pole removably fitted in said socket,

arms secured to the opposite sides of said table and having front ends transversely extending to provide supporting-arms, and rear depressed divergent ends to form connecting-bars, singletrees mounted on the supporting-arms, a brace attached at its opposite ends to the under part of said supporting arm and passing under the pole, rearwardly-extending braces connected at their front ends to the points of attachment of the aforesaid brace and at their rear ends secured to the rear part of the opposite sides of the table, and a brace extending transversely across and uniting the connecting-bars, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

FRANK G. ROHN.

Witnesses:

S. D. FOOTE,

HENRY ROBERTSON.