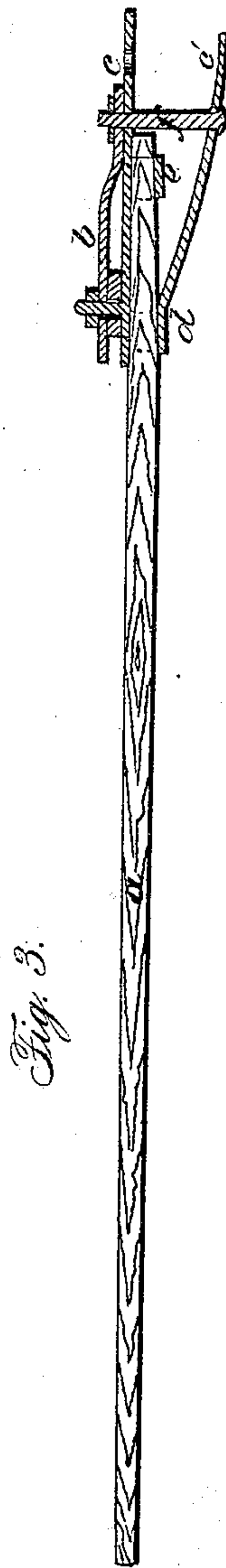
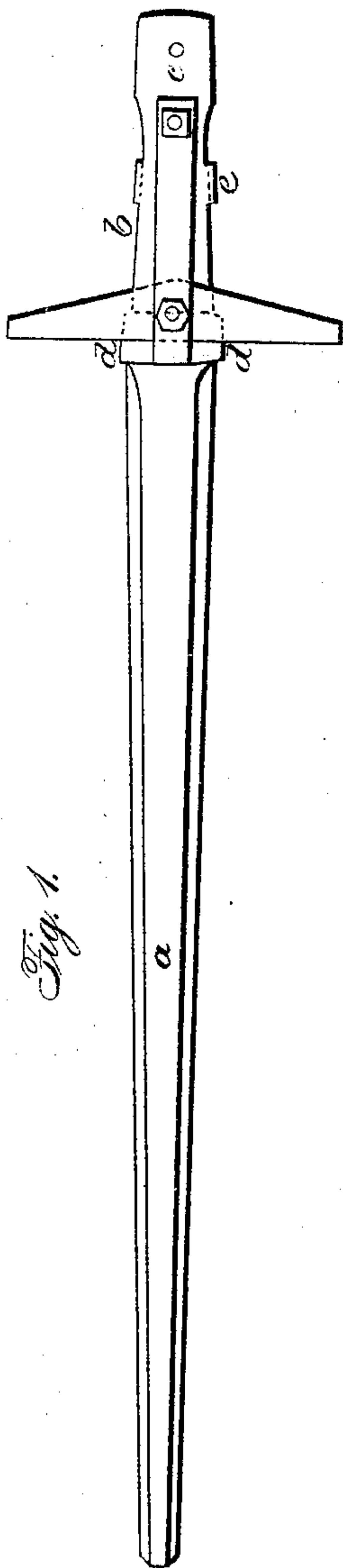
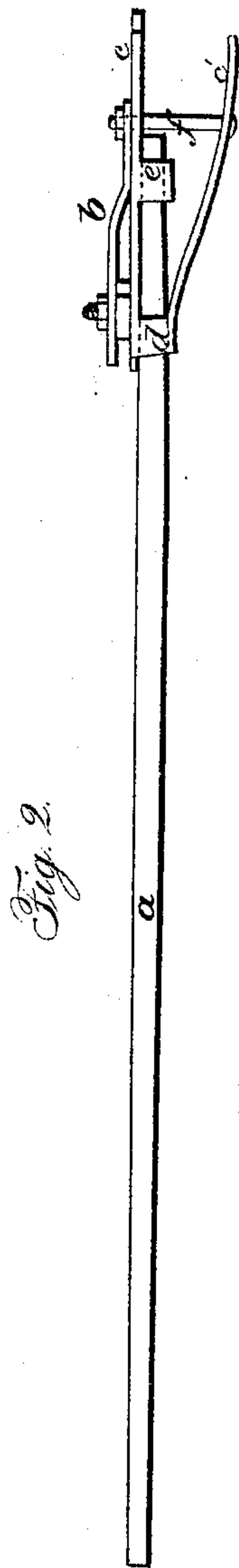


D. T. ROBINSON.

Horse-Car Pole.

No. 61,021.

Patented Jan. 8, 1867.



Witnesses:

L. A. Fuller
Chas. E. Parker

Inventor:

Daniel T. Robinson

United States Patent Office.

DANIEL T. ROBINSON, OF BOSTON, MASSACHUSETTS.

Letters Patent No. 61,021, dated January 8, 1867.

IMPROVEMENT IN HORSE-RAILWAY CARS.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL TO WHOM THESE PRESENTS SHALL COME:

Be it known that I, DANIEL T. ROBINSON, of Boston, in the county of Suffolk, and State of Massachusetts, have made a new and useful Improvement in Horse-Railway Cars; and do declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings, in which—

Figure 1 is a top view.

Figure 2, a side elevation; and

Figure 3, a vertical section of my said invention.

In the drawings, *a* denotes the pole, and *b* its "connection," by means of which it is to be connected to the "draw bar" of a street-railway car. This connection *b* is formed of two plates of metal, *c c'*, united at the front ends by straps or bars, *d d*, so as to form between them a socket for the reception of the rear end of the pole *a*, which passes into such socket and has its rear end inserted in a staple, *e*, projecting from the under side of the upper plate, *c*. Towards their rear ends the plates *c c'* are further connected together by a bolt or rod, *f*, the plate *c* having the usual pin-hole formed in it for connecting it to the "draw bar." The "connection" made as above described is such as is now commonly employed on street-railway cars, the pole being attached thereto by being bolted securely to the "connection," and so as to be inseparable from it. My invention consists in dispensing with these bolts and simply inserting the end of the pole into the socket between the two plates *c c'*, and so that it can be instantly disconnected therefrom. It frequently happens that the pole of a horse-car is broken. In this case the "connection," as now constructed, being bolted to the pole, must be thrown aside with the broken portion thereof until a convenient time for repairing it or connecting it to a new pole. With my mode of connecting the pole to the "connection," of course it will be seen that it is only necessary to pull out the broken portion and insert a new one without a moment's delay. In the old mode the horses must be unharnessed or disconnected from the broken portion, as the whiffletree and traces are attached to it; but in case of my improvement this is not necessary. The stopping of one car necessarily delays many others, and the difference of time between putting in a new pole by my method and that of the old one is often a matter of very great importance, and one which is readily understood and appreciated by railroad men. Cars are also frequently run without a pole; to do this with my invention the pole can be instantly removed, as the traces are not attached to it; but by the old method an entirely new "connection" must be substituted. It would seem, perhaps, at first glance, that my invention was trifling, but when the saving of valuable time and much annoyance is taken into consideration, it becomes really one of importance and value.

I claim so applying the pole of a horse-car to its "connection" or "draw bar" as to be enabled to disconnect it therefrom instantaneously by itself or without the whiffletree, essentially in manner and to operate as hereinbefore described.

DANIEL T. ROBINSON.

Witnesses:

L. L. FULLER,

CHAS. EDW'D PARKER.