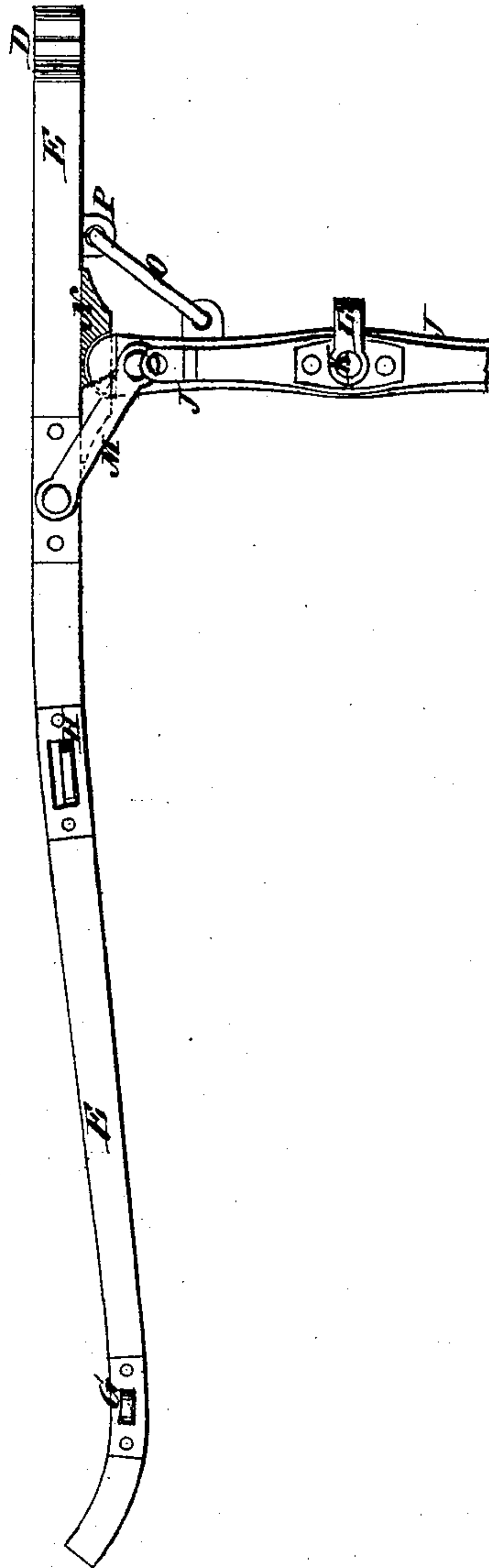
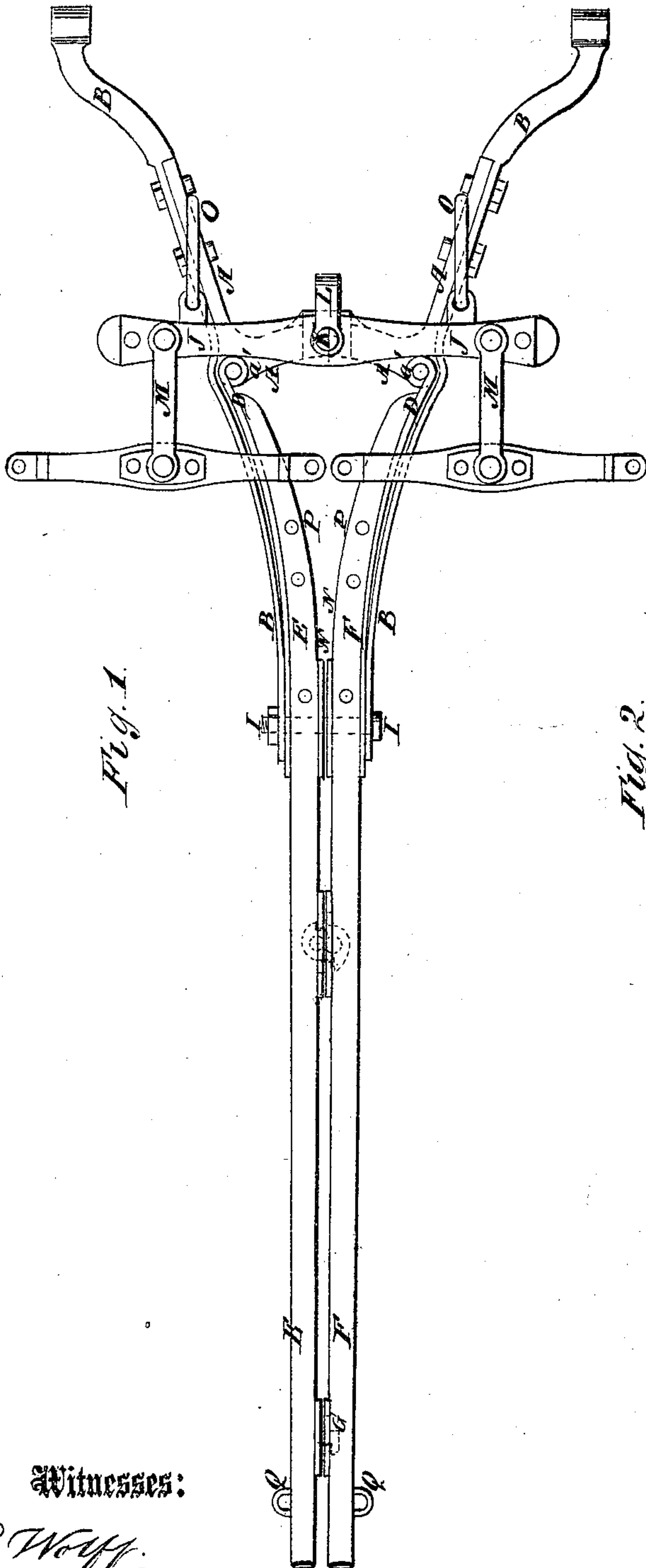


G. STEINER.

Improvement in Combined Buggy-Pole and Shafts.  
No. 129,066.

Patented July 16, 1872.



Witnesses:

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# UNITED STATES PATENT OFFICE.

GOTTLIEB STEINER, OF DEEDSVILLE, INDIANA.

## IMPROVEMENT IN COMBINED BUGGY POLES AND SHAFTS.

Specification forming part of Letters Patent No. 129,066, dated July 16, 1872.

Specification describing a new and useful Improvement in Combined Buggy Pole and Shafts, invented by GOTTLIEB STEINER, of Deedsville, in the county of Miami and State of Indiana.

In the accompanying drawing, Figure 1 represents my improved device adjusted as a pole. Fig. 2 represents the same adjusted as shafts.

Similar letters of reference indicate corresponding parts.

The invention relates to combined thill and pole attachments for vehicles, of which some have already been patented; and consists simply in a new mode of combining the shafts or thills and double-tree, as hereinafter fully described and subsequently pointed out in the claim.

A represents a bow or casting, the end parts of which project to the rearward and are bolted to the sides of the bars B. To the angles or corners of the bow A are attached or upon it are formed pivots *a'* to receive the eyes of the thill-irons D attached to the ends of the shafts E F, which are placed top to top, as shown in Fig. 1. The forward ends of the shafts E F are kept from spreading by a T-iron or hook, G, which is attached to the one shaft, and enters a slot in a plate attached to the other shaft. The middle parts of the shafts E F are kept from spreading by T-irons or hooks H attached to the upper side of each shaft, and each of which enters a slot in the base-plate of the other iron or hook at the side of the said hook. The hooks G H are so arranged as to enter their respective slots when one shaft is in advance of the other, so as to catch upon said plates when the shafts are made even by sliding them upon each other. The rear parts of the shafts E F are kept from spreading and the shafts from sliding upon each other, and becoming unlocked

by the bolt I, which passes through them and through the forward ends of the bars B. Upon the rear ends of the bars B are formed eyes to receive the bolts of the clips attached to the axle-tree of the buggy. J is the double-tree, which is pivoted to the center of the bow A by the bolt K and U-strap L, and to which, near its ends, the whiffletrees are connected by the straps M. Upon the inner sides of the shafts E F, just in front of their bend, are attached iron sockets N to receive the ends of the double-tree J, which is secured in place by hooks O attached to said double-tree, and which hook into eyes P attached to the inner sides of the shafts E F. The double-tree J thus becomes the cross-bar of the shafts, and is further strengthened and secured in place by the straps M that received the whiffletrees, and which are bolted to said shafts by the same bolts that secured them to the whiffletrees. One of the whiffletrees is then secured to the center of the cross-bar J by the bolt K and U-strap L.

When used as shafts, the T-irons or hooks H serve to receive the hold-back straps. The staples Q, attached to the under side of the forward ends of the shafts E F, serve as stops to a neck-yoke ring, or to receive the pole-straps when no neck-yoke is used.

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

The shafts E F having the hooks, sockets, and staples described, the double-tree J having the hooks and straps described, and the bars A B, constructed, arranged, and adapted to be used as described.

GOTTLIEB STEINER.

Witnesses:

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