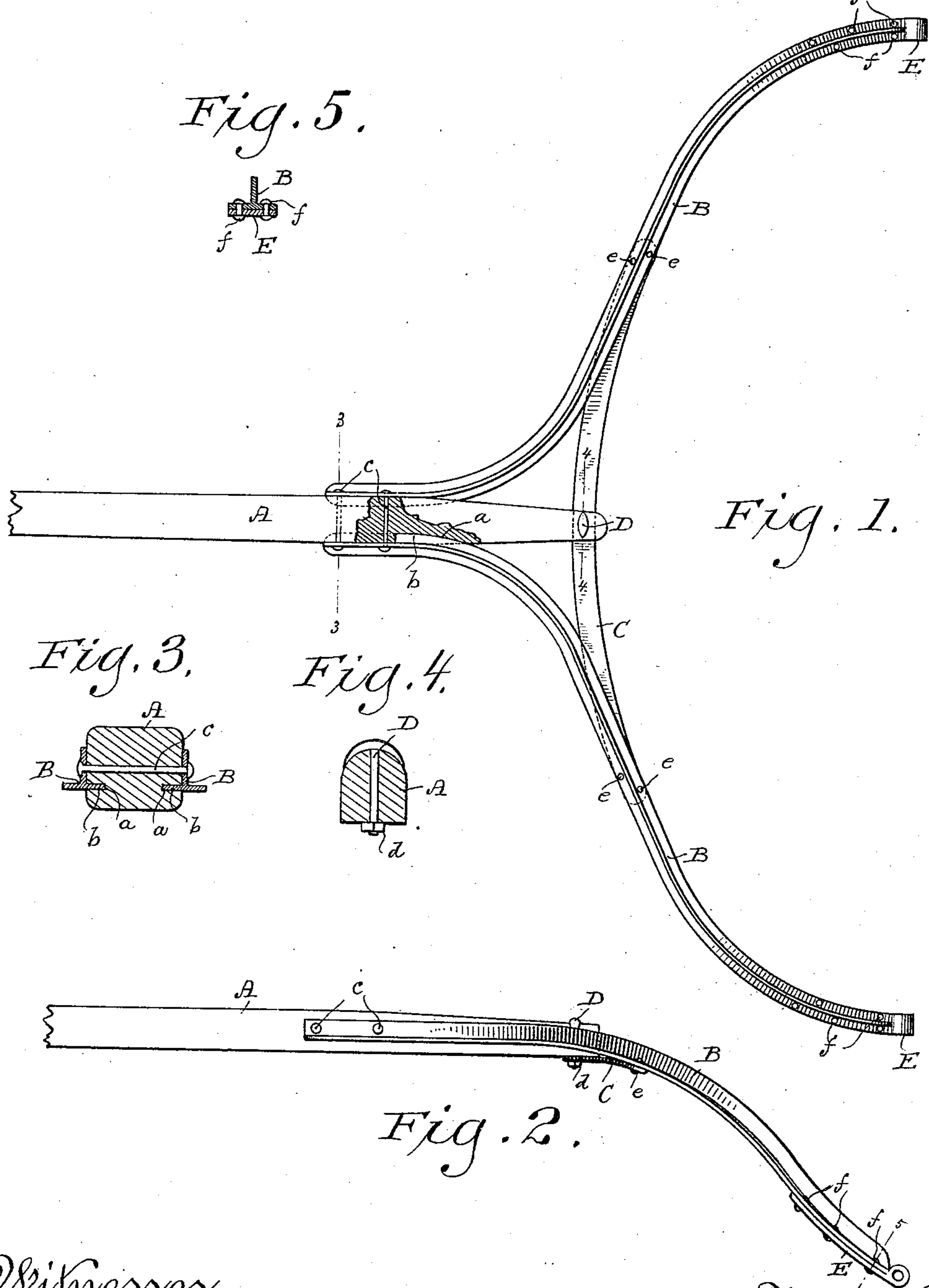


(No Model.)

H. L. KINGSLEY.  
VEHICLE POLE.

No. 461,190.

Patented Oct. 13, 1891.



Witnesses  
Geo. W. Young.  
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# UNITED STATES PATENT OFFICE.

HORACE L. KINGSLEY, OF RACINE, WISCONSIN.

## VEHICLE-POLE.

SPECIFICATION forming part of Letters Patent No. 461,190, dated October 13, 1891.

Application filed January 17, 1891. Serial No. 378,094. (No model.)

*To all whom it may concern:*

Be it known that I, HORACE L. KINGSLEY, a citizen of the United States, and a resident of Racine, in the county of Racine, and in the State of Wisconsin, have invented certain new and useful Improvements in Vehicle-Poles; and I do hereby declare that the following is a full, clear, and exact description thereof.

My invention relates to vehicle-poles; and it consists in certain peculiarities of construction, as will be fully set forth hereinafter, and subsequently claimed.

In the drawings, Figure 1 is a plan view of my improved device, partly broken away. Fig. 2 is a side elevation thereof. Figs. 3, 4, and 5 are detail sectional views on the lines 3 3, 4 4, and 5 5, respectively, of the preceding figures.

A represents the pole proper, which is of ordinary construction, consisting of a straight wooden pole, and dispensing with the bent rear end and circle-bar, which are most common in this class of devices.

B B are the pole-supports, and are made of iron, (preferably of T-iron, as shown, although angle-iron may be employed, or other iron having sufficient strength and lightness.) These supports are preferably bent into ogee shape, and are also bent up from their rear ends, so as to obtain, first, the required width to meet the pole-couplings on the vehicle-axle, and secondly, so as to carry the pole at the desired height above the axle to receive the doubletrees.

As shown in the drawings, the inner flanges *b* of the T-iron, of which the pole-supports B are formed, are received in slots or grooves *a*, formed in the sides of the pole A, so that the vertical flanges of the said T-iron will come snugly up against the sides of the said pole and be there held by bolts or rivets *c c*, (the same being true of the horizontal flanges of angle-iron, if such be used,) and the doubletrees are secured to the pole just above this point in any ordinary manner. The rear end of the pole proper rests upon a brace C, (preferably curved flat strip, as shown,) being se-

cured thereto, as by a T-bolt D and nut *d*, and the ends of this brace C are secured to the supports B B in any suitable manner, as by rivets *e e*. The lower rear ends of the supports B B are provided with pole or shaft-eyes E E, which may be welded to said supports B B, or riveted, as shown at *f f*, to receive the ordinary shackles on the vehicle-axle.

My vehicle-pole thus constructed is not only cheaper than the ordinary poles, but also lighter and stronger, as well as neater and more symmetrical in appearance, and less liable to breakage and costing less to repair, when necessary, than the old constructions, and not requiring any outside or additional braces from the pole to the rear ends of the supports.

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

1. In a vehicle-pole, the combination, with a straight wooden pole, of a pair of metallic supports curved upward and outward and then inward against said pole and riveted or bolted thereto and an inflexible brace rigidly connecting the said supports together and secured to the projecting rear end of said pole, substantially as set forth.

2. In a vehicle-pole, the combination, with a straight wooden pole grooved out on its sides near its rear end, of a pair of supports formed of T-iron or angle-iron, said supports being curved upward and then inward against the sides of the pole and there secured, and the adjacent horizontal flanges of said iron supports entering the said grooves in the pole, with the vertical flanges of said iron supports fitted snugly against the said sides of the said pole, substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand, at Racine, in the county of Racine and State of Wisconsin, in the presence of two witnesses.

HORACE L. KINGSLEY.

Witnesses:

ALBERT L. ANDERSON,  
JNO. W. KNIGHT.