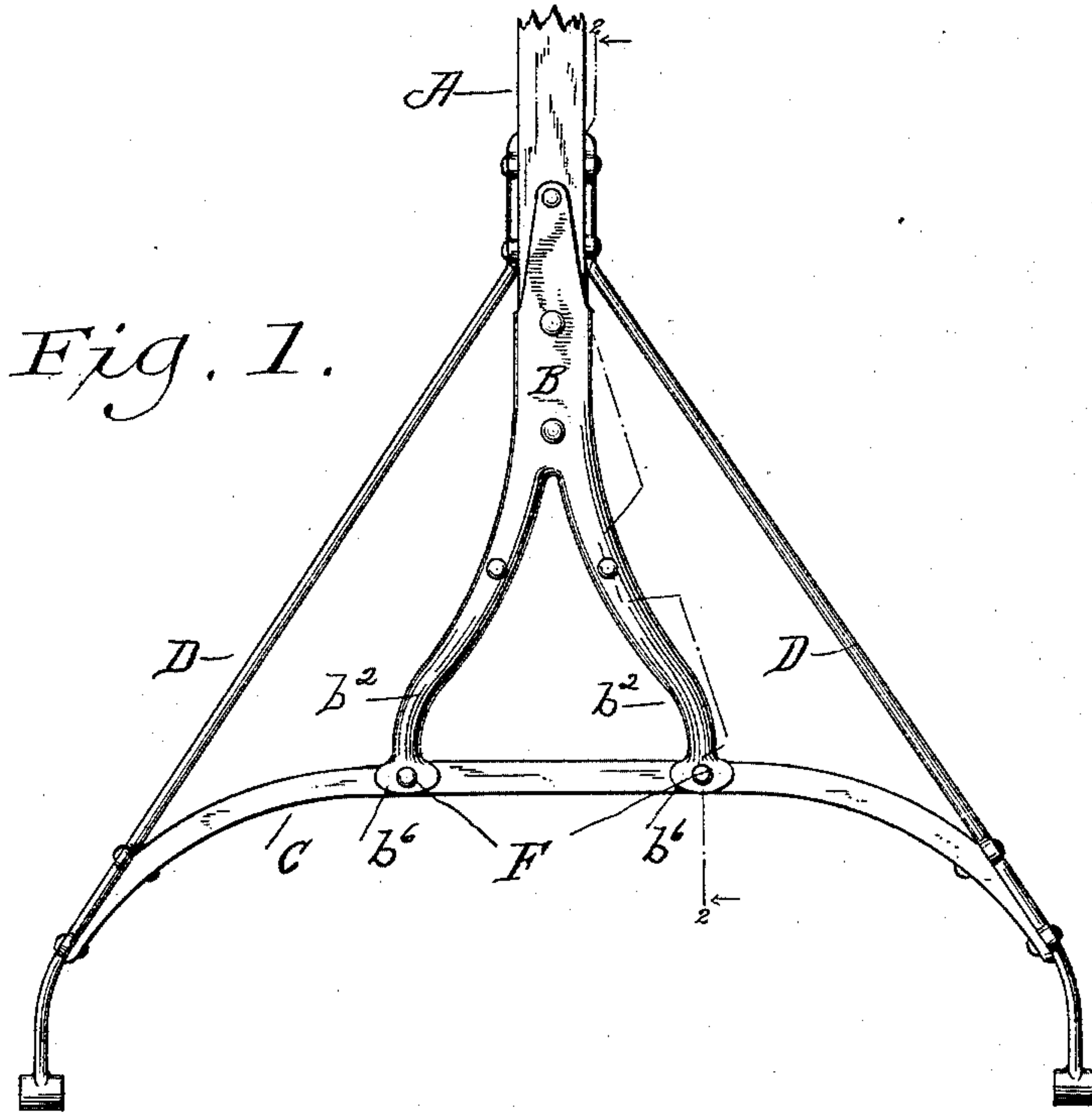


(No Model.)

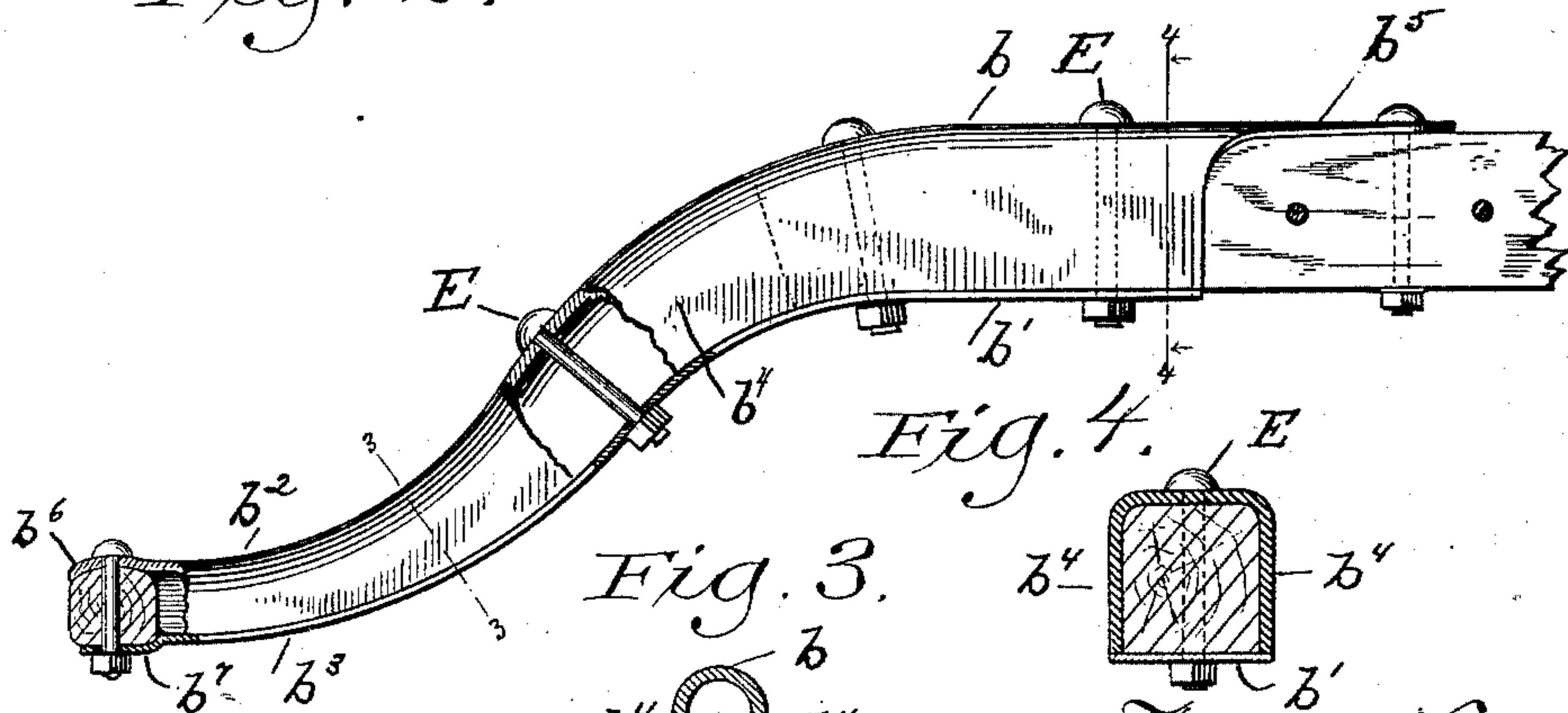
L. L. BUFFHAM.  
VEHICLE POLE.

No. 483,531.

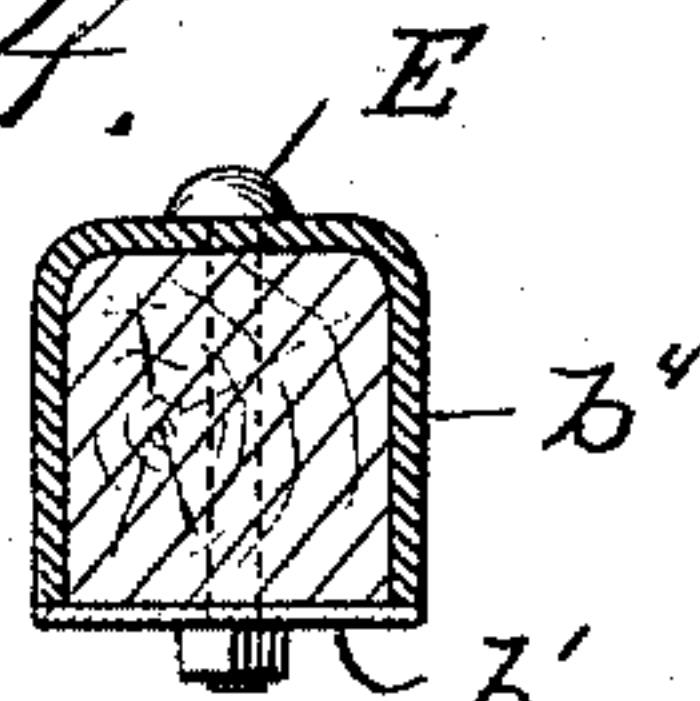
Patented Oct. 4, 1892.



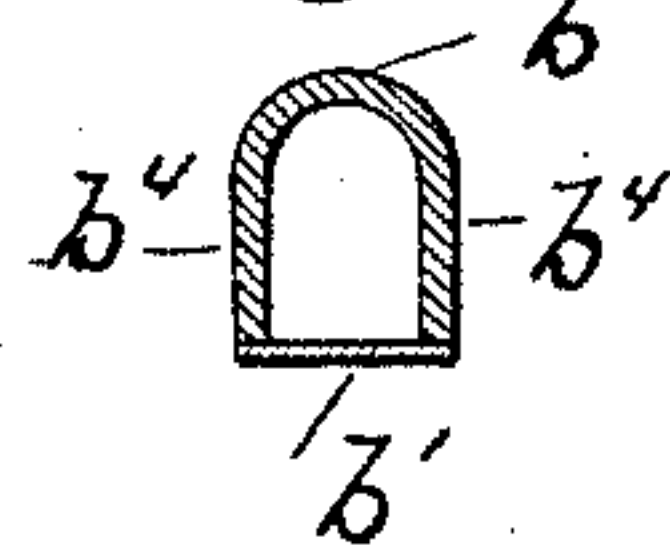
*Fig. 2.*



*Fig. 4.*



*Fig. 3.*



Witnesses  
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# UNITED STATES PATENT OFFICE.

LOUIS L. BUFFHAM, OF RACINE, WISCONSIN.

## VEHICLE-POLE.

SPECIFICATION forming part of Letters Patent No. 483,531, dated October 4, 1892.

Application filed December 21, 1891. Serial No. 415,690. (No model.)

*To all whom it may concern:*

Be it known that I, LOUIS L. BUFFHAM, of Racine, in the county of Racine and State of Wisconsin, have invented a new and useful Improvement in Vehicle-Pole Supports, of which the following is a description, reference being had to the accompanying drawings, which are a part of this specification.

My invention has relation to improvements in vehicle-poles particularly adapted for use in vehicles employing a hound or circle-bar, to which the tongue or pole is attached, instead of being secured directly to the axle. In the ordinary form wherein a circle-bar or hound is employed the rear end of the metallic pole-socket or the rear end of the pole where the same engages directly is straight or continuous, as contradistinguished from a split or bifurcated end, and is secured to the center of the circle-bar or hound. This form in practice has been found open to objection in view of the fact that the strain is all concentrated at one point—viz., at the rear end of the tongue socket or pole or against the central point of the circle-bar or hound, as the case may be—in many cases resulting in damage to the bar by bending and twisting or even breaking thereof. Especially has this been found to be true when the vehicle is backed, as then the pressure and strain are brought to bear directly, resulting, as stated, oftentimes in breakage or damage to the parts affected by the strain.

It is therefore the object of my invention to overcome the above-pointed-out objection; and with this end in view the invention consists in the improved construction and combination of parts, as hereinafter more fully pointed out and described.

In the accompanying drawings, Figure 1 is a plan view of my improved device. Fig. 2 is a side elevation, partly in section, as indicated by line 2 2, Fig. 1. Fig. 3 is a cross-section on the line 3 3 of Fig. 2; and Fig. 4 is a cross-section on the line 4 4, same figure.

Like letters of reference refer to like parts throughout the several views.

Referring to the drawings, the letter A indicates the vehicle pole or thill, B the hollow

pole-socket, C the circle-bar or hound, and D oblique braces connecting the said circle-bar with the rear end of the tongue, these parts constituting the principal elements or constituent members of my invention.

The pole-socket is composed of upper and lower metallic pieces  $b$   $b'$ , divided at their rear ends, so as to form, respectively, the registering bifurcations  $b^2$   $b'^2$ . The upper metallic piece is bent to form the depending flanges  $b^4$ , and it is further provided with a forwardly-extending tongue  $b^5$ , which is bolted securely to the pole of the vehicle. The bottom piece  $b'$  is made to conform to the shape of the upper part and is held against the edges of the flanges thereof by means of bolts E, passing vertically through the parts, the lower ends of the bolts receiving locking-nuts. At their extremities the bifurcated parts are bent slightly inward, so as to approach the circle-bar in approximately a straight line and thereby engage the same squarely. Lips or extensions  $b^6$  project from the rear extremities of the furcated parts of the upper plate, and annular registering lips or projections  $b^7$  extend in a similar manner from the lower plate. This latter, however, it is to be stated, is preferably composed of spring-steel or other yielding metal, so that its lips will have a certain give or yielding motion. The registering projections or lips of the two plates form clips which embrace the circle-bar or hound and are secured thereto by means of bolts F, passing therethrough. By dividing the rear end of the tongue-socket in the manner previously pointed out it is clear that the construction is greatly strengthened, while the force, instead of being applied at one point only, is diverged and the strain thus equalized. It is further to be noted that by employing the under plate of spring metal the angular lip at the rear end thereof is adapted to yield, whereby the clip may be readily brought together and made to accurately fit circle-bars of different thicknesses.

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

A socket for vehicle poles or tongues, con-

sisting of an upper concave plate having a divided or bifurcated rear portion, the extremities of the arms formed thereby being provided with projections or lips, and a lower  
5 plate registering therewith and also having the ends of its rear arms provided with angular spring projections or lips, substantially as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

LOUIS L. BUFFHAM.

Witnesses:

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