

No. 750,745.

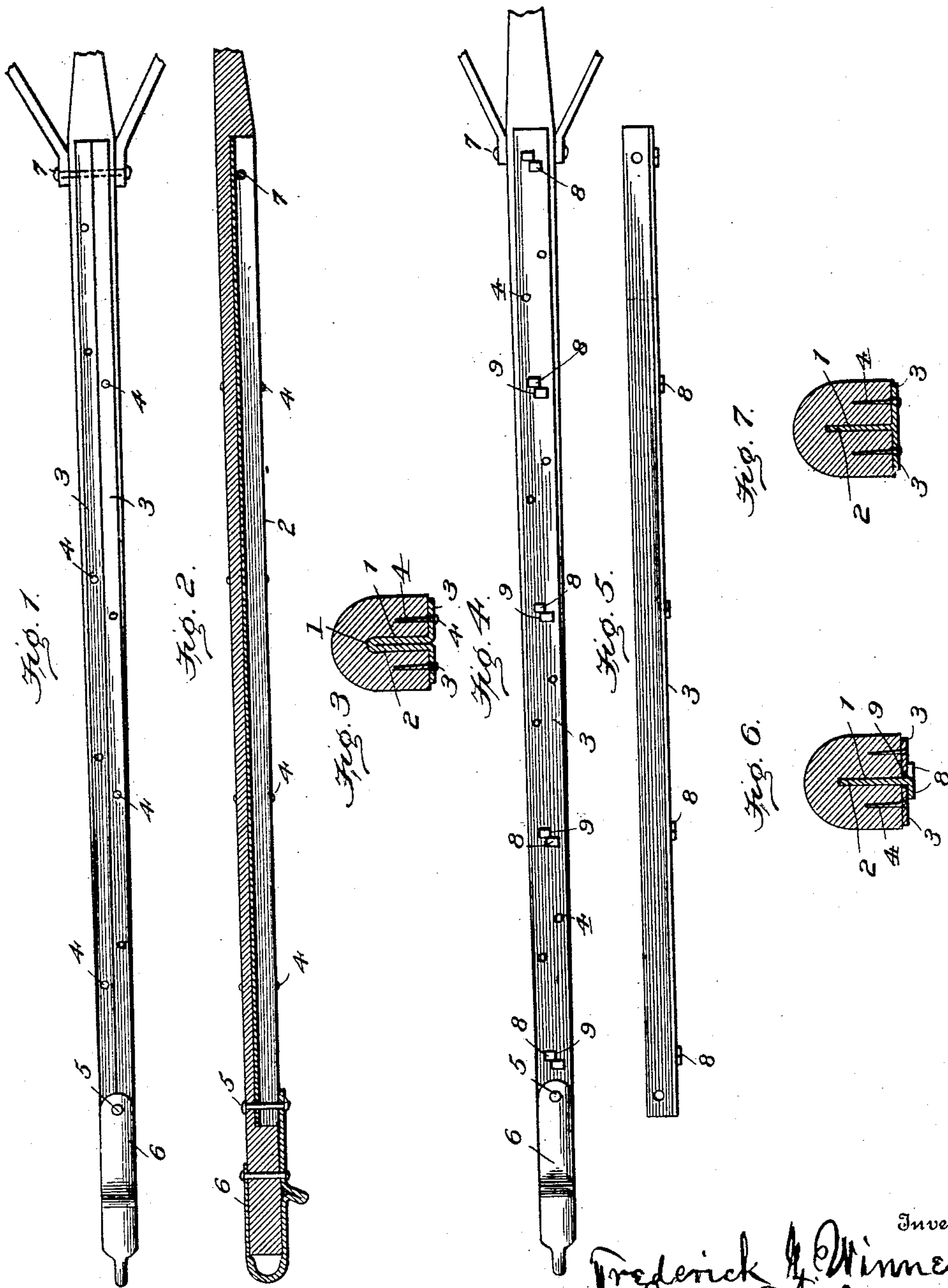
PATENTED JAN. 26, 1904.

F. G. WINNEK.

WAGON POLE.

APPLICATION FILED OCT. 29, 1903.

NO MODEL.



Witnesses

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UNITED STATES PATENT OFFICE.

FREDERICK GIDEON WINNEK, OF HOLTON, KANSAS.

WAGON-POLE.

SPECIFICATION forming part of Letters Patent No. 750,745, dated January 26, 1904.

Application filed October 29, 1903. Serial No. 179,055. (No model.)

To all whom it may concern:

Be it known that I, FREDERICK GIDEON WINNEK, a citizen of the United States of America, residing at Holton, in the county of Jackson and State of Kansas, have invented certain new and useful Improvements in Wagon-Poles, of which the following is a specification.

For increasing the strength and durability of wagon and vehicle poles my improvement therein resides in the provision of a strengthening-bar of novel construction to render the pole stiffer and stronger lengthwise and crosswise and prevent breaking in either direction, and in the claims hereto annexed I will point out the construction which constitutes my invention in connection with the accompanying drawings, in which—

Figure 1 is a view of a wagon or carriage pole provided with my improvement. Fig. 2 is a longitudinal central section of the same. Fig. 3 is a cross-section of the same. Fig. 4 shows a pole having a modification of my improvement. Fig. 5 shows in side view the web and flange-plate of two parts. Fig. 6 is a cross-section of Fig. 4. Fig. 7 shows in cross-section the pole having another modification of my improvement.

The pole has a longitudinal groove 1, preferably in its under side, of a depth about one-third its thickness and extending from near its end to the hounds. Into this groove is fitted the web 2 of the strengthening-bar, while the flange 3 fits and covers the pole. The T-bar is fastened in the groove by screws or rivets 4 at suitable distances apart so that the pole is braced and strengthened transversely and horizontally throughout its length. At the end of the pole the end of the T-bar is covered and secured by the vertical rivet 5, by which the usual metallic tip 6 is fastened, while at the connected end of the pole the end of the T-bar is secured by the horizontal rivet 7, which secures the pole-hounds to the pole.

In Figs. 1, 2, and 3 the T-bar is shown with its web formed of a fold in the plate, each fold formed with a flange 3, which fits and covers the pole, and this is the preferred construction, because of the greater strength which the

double or folded web gives the pole vertically to prevent being broken by the horses treading or falling on it.

In Figs. 4 and 5 I have shown the T-bar with its web and flange parts separate and the two united by clench-lips 8, formed on the edge of the web, passing through slots 9 in and clenched on the side of the plate, the slots being medially of the flange-forming plate. In Fig. 7 the T-bar is shown with its web and flange integral; but either construction gives the advantage of strengthening and bracing the pole both crosswise and horizontally and of being fastened in the pole-groove by screws or rivets passing through the flange or through the web, or through both. The bracing function of the T-bar allows the pole to be made of cheap and light wood.

Referring to Figs. 1 and 2, it will be noted the tip or ferrule which forms the rest for the end of the tongue has an arm which laps over the ends of the flanges 3 3 of the metal web and that the rivet 5 in securing this arm firmly binds the flanges, the web, and the pole together, and thereby increases the strength of the pole at the point most liable to be broken.

I claim—

1. As a new manufacture, a wagon-pole having a longitudinal groove and a T-shaped metal bar the web whereof fills the groove and the flanges form a facing secured to the grooved side of the pole closing the edges of the groove on each side of the web, securing the latter within the groove and preventing the spreading or warping of the sides of the pole.

2. In combination with a wagon or vehicle pole having a longitudinal groove, of a bar of T shape the web whereof is separate from the flange, the web having lips on its edge and the flange having slots registering with the web-lips whereby the two parts are secured together and the bar secured in the groove.

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

FREDERICK GIDEON WINNEK.

Witnesses:

A. S. BUCK,
L. S. WILEY.