(No Model.)

C. C. BRADLEY.

VEHICLE POLE.

No. 262,362. Patented Aug. 8, 1882.

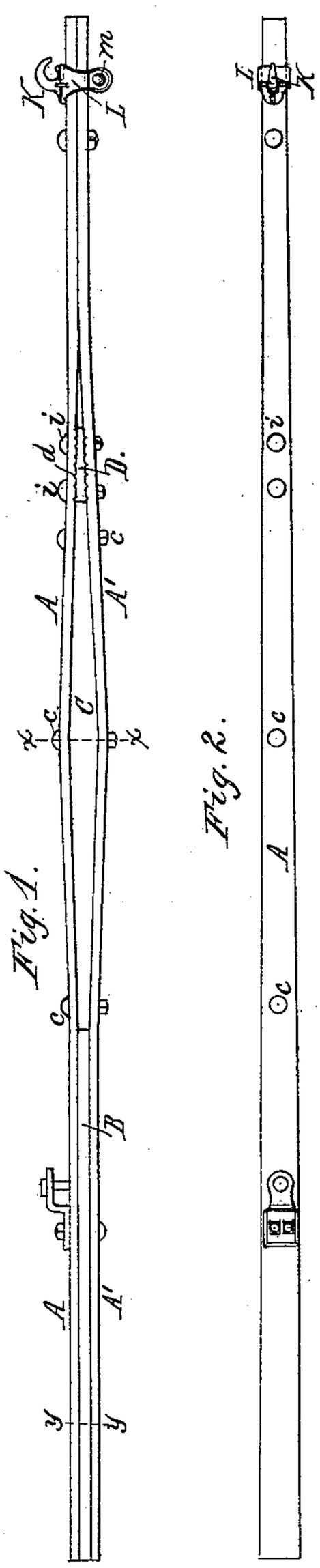

Fig. 1.

Fig. 2.

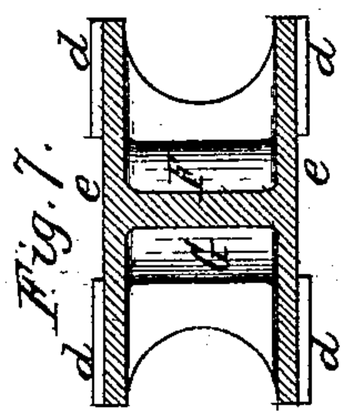

Fig. 5.

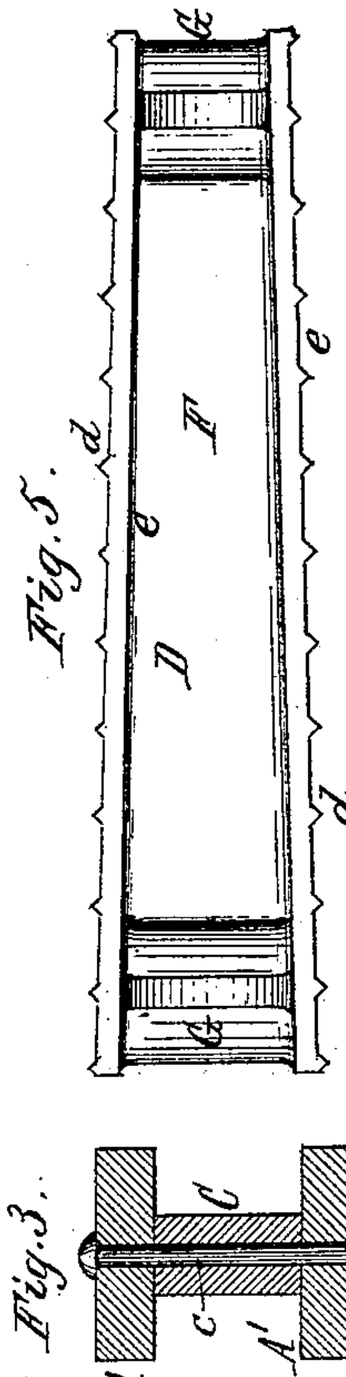

Fig. 3.

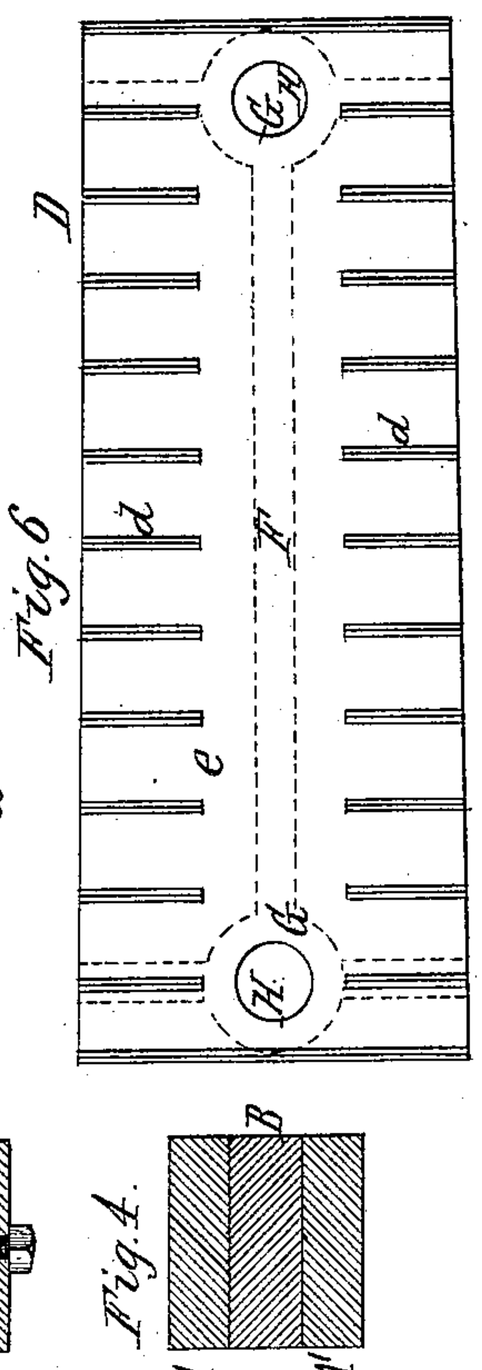

Fig. 6

Fig. 4.

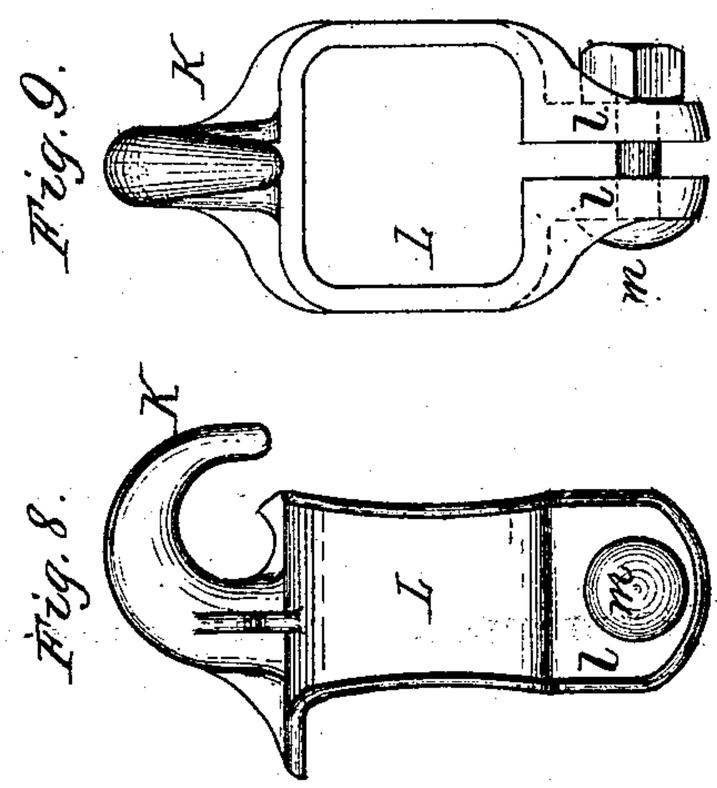

Fig. 9.

Fig. 8.

Fig. 7.

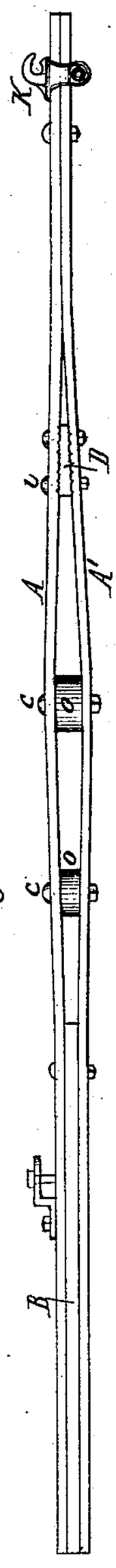

Fig. 10.

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UNITED STATES PATENT OFFICE.

CHRISTOPHER C. BRADLEY, OF SYRACUSE, NEW YORK.

VEHICLE-POLE.

SPECIFICATION forming part of Letters Patent No. 262,362, dated August 8, 1882.

Application filed June 3, 1882. (No model.)

To all whom it may concern:

Be it known that I, CHRISTOPHER C. BRADLEY, of Syracuse, in the county of Onondaga and State of New York, have invented new and useful Improvements in Vehicle-Poles, of which the following is a specification.

This invention relates to a novel construction of a pole or tongue for vehicles and agricultural machinery, such as harvesters, mowers, and rakes.

The poles or tongues now generally employed in such machines are made of a single piece of suitable wood, and are procured with great difficulty, owing to the large demand for such poles and the limited supply of material suitable for the manufacture of the same.

The object of my invention is the construction of a pole of several pieces, whereby strips or pieces of wood can be utilized in the manufacture of poles which are not now used for such purposes, and which can be procured in large quantities at comparatively small expense.

My invention consists to that end of a pole or tongue composed of two strips of wood running lengthwise of the pole, and secured together by suitable stay-pieces and fastening-bolts, the whole forming a light, strong, and rigid pole.

My invention also consists of the particular construction of the stay-pieces which are interposed between the longitudinal strips of the pole, and also of a serrated or ribbed block secured between the longitudinal strips of the pole for preventing the strips from changing their position; also, of a clamping-hook, which is applied to the front portion of the pole for attaching the neck-yoke, and which serves at the same time to hold the longitudinal strips of the pole together, as will be hereinafter fully set forth.

In the accompanying drawings, Figure 1 represents a side elevation of my improved pole. Fig. 2 is a top plan view thereof. Figs. 3 and 4 are vertical cross-sections in lines *x x* and *y y*, Fig. 1, respectively. Fig. 5 is a side elevation, Fig. 6 a top plan view, and Fig. 7 a cross-section, of the metallic block interposed between the longitudinal strips of the pole for the purpose of preventing the same from changing their relative position. Fig. 8 is a side elevation of the clamping-hook applied to the front portion of the pole, and Fig. 9 is a front elevation thereof. Fig. 10 is a side elevation, showing a modified construction of the pole.

Like letters of reference refer to like parts in the several figures.

A A′ represent the longitudinal strips of the pole, arranged respectively on the upper and lower sides thereof.

B represents a strip, bar, or block of wood secured between the rear ends of the strips A A′. The latter and the block B form together the rear end of the pole, which has the proper form to insert it in the socket with which the vehicle or machine is provided for the reception of the pole.

C represents a vertical rib of fish shape—that is, higher at the middle than at its ends—and interposed centrally between the longitudinal strips A A′, to which it is secured by screw-bolts *c*. The longitudinal strips A A′ are sprung apart or curved by the rib C near the middle of the pole, and approach each other toward the front end of the pole, at which they are in contact with each other, as clearly represented in Fig. 1.

D represents a block, of cast-iron or other suitable metal, secured between the longitudinal strips A A′, preferably near the point where the strips come in contact with each other. The block D is provided on its upper and lower sides with ribs, serrations, or corrugations *d*, which embed themselves into the adjacent portions of the strips A A′, thereby firmly securing the latter against longitudinal displacement, so that when the pole is bent or sprung the block D will resist the tendency of the strips A A′ to move backward and forward with reference to each other, and retain such strips in their proper relative position under all circumstances. As shown in the drawings, the block D is composed of two plates, *e e*, made slightly converging, to correspond with the position of the strips A A′, and connected by a vertical web or plate, F, arranged lengthwise and centrally between the plates *e*

e, and connecting at each end with upright cylindrical bosses G, which are provided with holes H, through which the screw-bolts *i* pass, whereby the block D is secured between the strips A A′.

K represents the hook which is applied to the front portion of the pole for receiving the neck-yoke. This hook is constructed with a loop, L, which surrounds the front portion of the pole, and which is divided at its lower end and provided at its divided end with two ears, *l*, projecting below the pole. A screw-bolt, *m*, passes through the ears *l* and connects the ends of the divided loop. The hook and loop are cast in one piece, of malleable iron, or constructed of other suitable metal which possesses the requisite degree of elasticity. Upon loosening the bolt *m* the loop and hook can be adjusted backward and forward on the pole to conform its position to the length of the draft animals employed, and by tightening the bolt *m* the loop L firmly clasps the two strips A A′ together and serves as an additional fastening device.

In the modified construction shown in Fig. 10 the vertical web C, between the strips A A′, is replaced by cylindrical stay-pieces or collars *o*, which surround the fastening-bolts *c*, and which retain the strips A A′ at the proper distance apart.

The largest pieces of wood employed in the construction of my improved pole are the longitudinal strips A A′, which extend from end to end of the pole; but these strips are comparatively thin, and are easily procured at a moderate expense.

The pole constructed as herein described is very light, strong, and durable, it is very serviceable for the purpose for which it is intended, and produced at less cost than a pole made of a single piece.

I claim as my invention—

1. As a new article of manufacture, a vehicle-pole constructed of longitudinal strips A A′ and intermediate stay-pieces or blocks, all secured together by suitable fastening devices, substantially as set forth.

2. In a vehicle-pole, the combination, with longitudinal strips A A′, of a vertical rib or plate, C, interposed between the distended portions of the strips A A′, and a block, B, interposed between the rear portions of the strips A A′, substantially as set forth.

3. In a vehicle-pole, the combination, with the longitudinal strips A A′, of a block, D, secured between said strips, and provided with serrations or ribs *d*, whereby the strips are held in their proper relative position, substantially as set forth.

4. The combination, with a vehicle-pole, of a hook, K, provided with a divided loop, L, having ears *l* projecting below the pole, and a bolt, *m*, passing through the ears *l*, whereby the loop can be adjusted on the pole when the bolt *m* is released, and can be contracted and secured to the pole in the desired position by tightening the bolt *m*, substantially as set forth.

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