

J. N. O'NEILL.

VEHICLE POLE.

APPLICATION FILED MAR. 23, 1909.

966,117.

Patented Aug. 2, 1910.

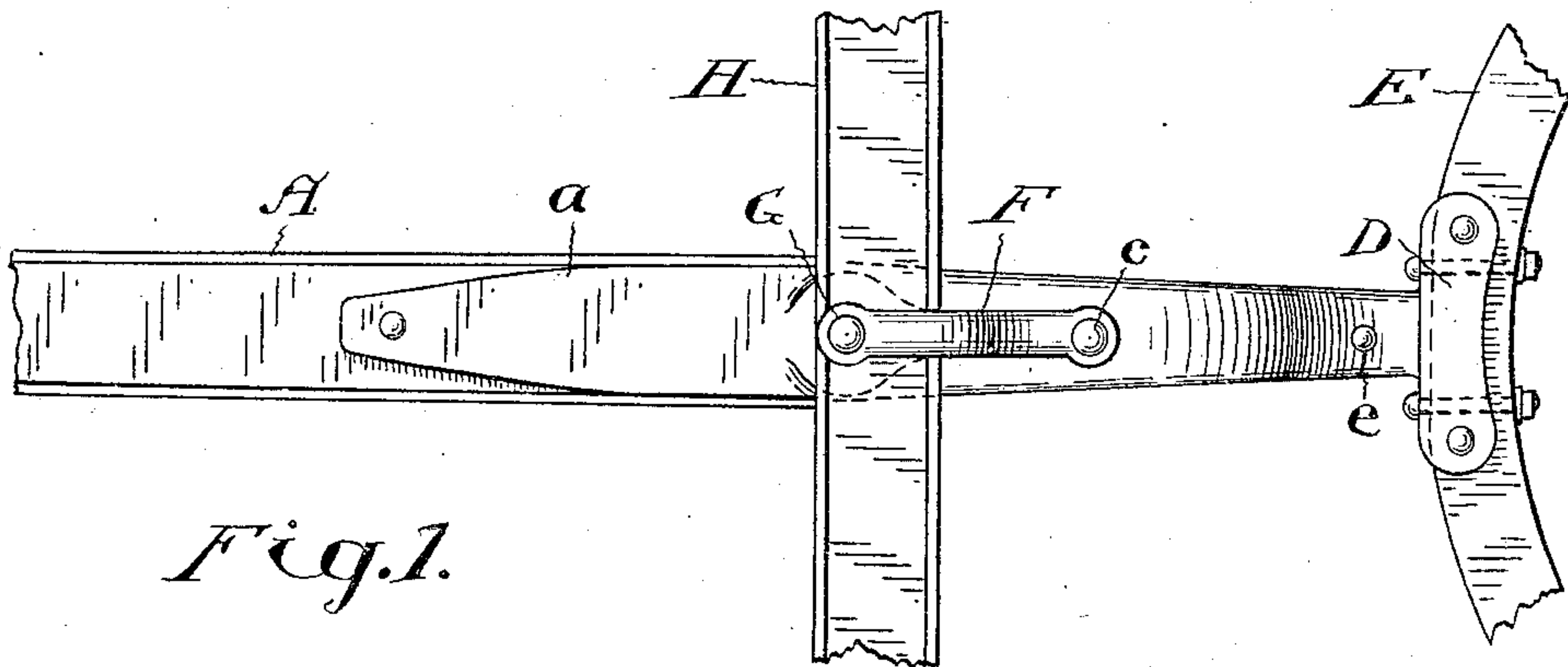


Fig. 1.

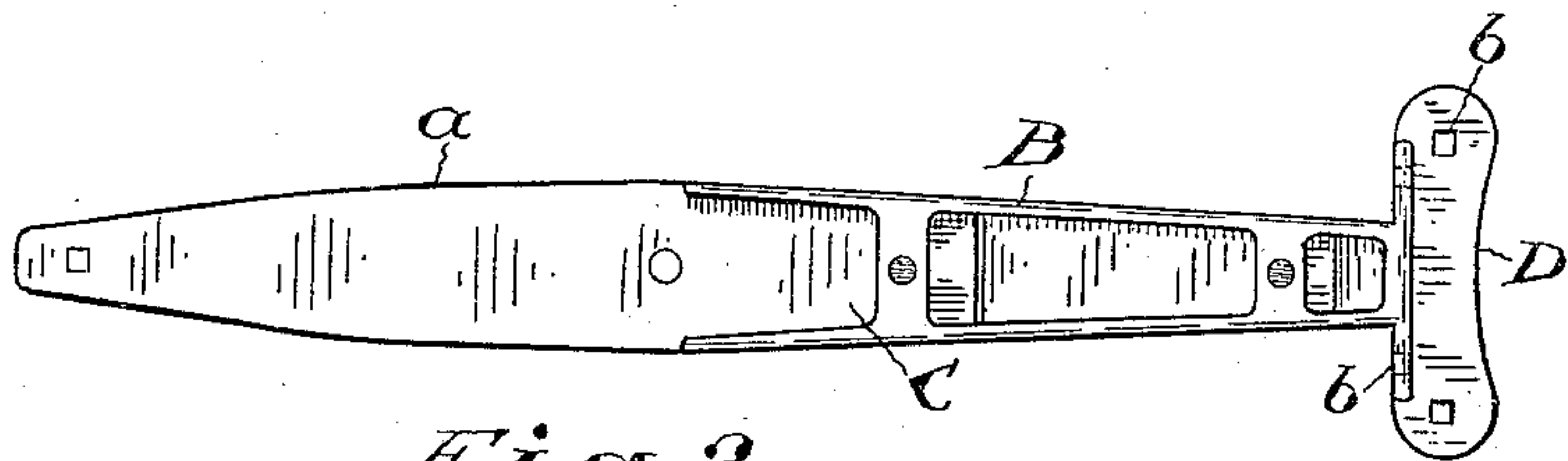


Fig. 2.

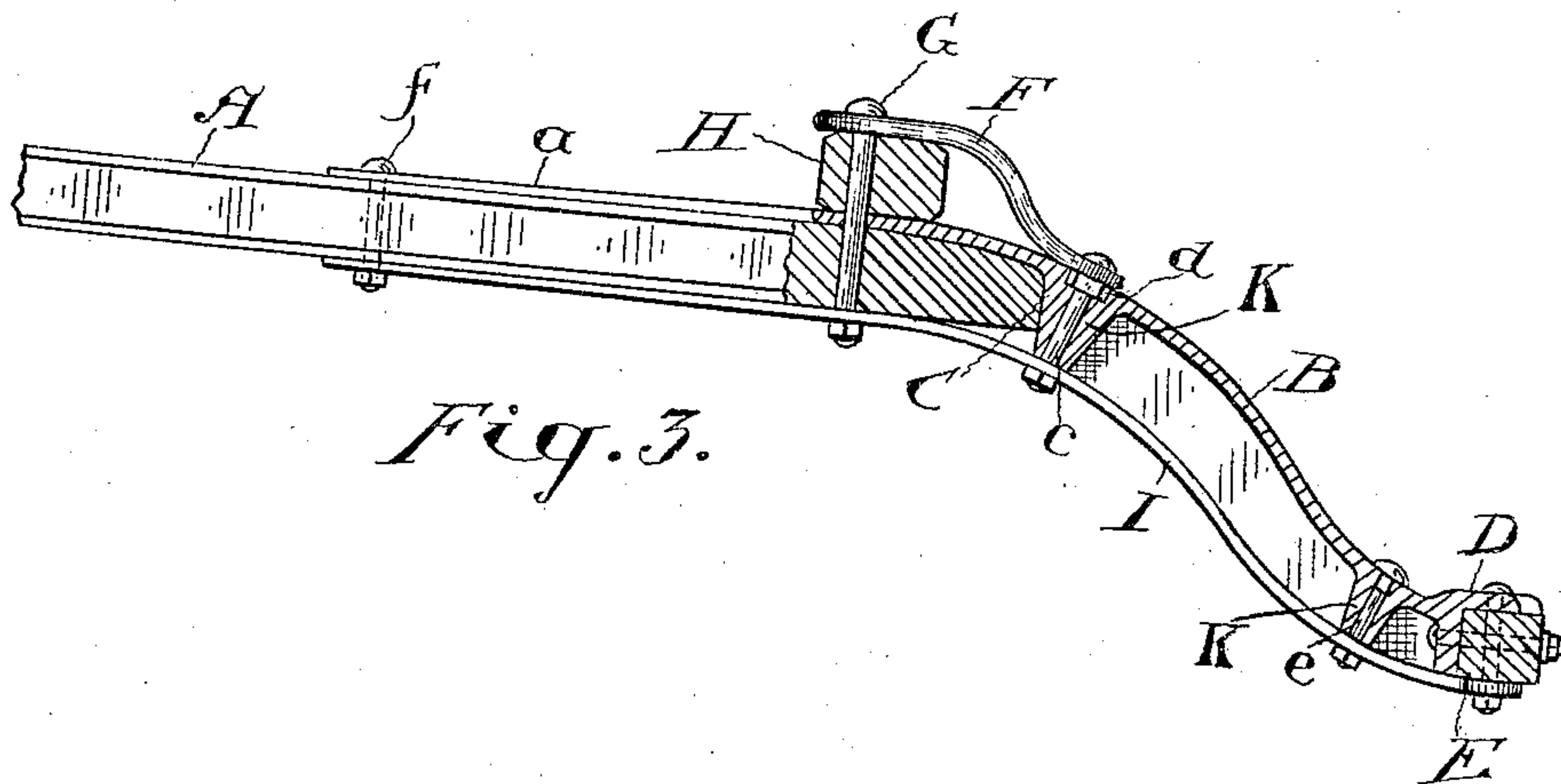


Fig. 3.

WITNESSES:
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UNITED STATES PATENT OFFICE.

JOHN N. O'NEILL, OF GEORGETOWN, ONTARIO, CANADA.

VEHICLE-POLE.

966,117.

Specification of Letters Patent.

Patented Aug. 2, 1910.

Application filed March 23, 1909. Serial No. 485,171.

To all whom it may concern:

Be it known that I, JOHN N. O'NEILL, of the town of Georgetown, Province of Ontario, Canada, have invented certain new and useful Improvements in Vehicle-Poles, of which the following is a specification.

My object is to devise means for reducing the cost of bent vehicle poles and for facilitating the attachment of the same to the vehicle.

I accomplish my object by forming the straight part of the pole of wood and the bent part of metal suitably shaped to receive and be secured to the wooden pole and provided at the other end with means whereby it may be secured to the circle of the pole. I further provide a strap below the bent portion connected with the circle and extending past the double tree bolt on the pole.

Figure 1 is a plan view of a vehicle pole constructed in accordance with my invention. Fig. 2 is a plan view of the under side of the metal portion of the same. Fig. 3 is a side elevation of the pole partly in section.

In the drawings like letters of reference indicate corresponding parts in the different figures.

A is the wooden portion of the pole and B the metal portion which will generally be bent down on any suitable curve. The metal portion is preferably a malleable iron or steel casting hollowed out as far as possible to give lightness, leaving integral bolt stays K and provided at its forward end with the socket C in which the heel of the wooden pole A is fitted. A tang *a* preferably extends forward of the socket and is bolted to the wooden pole as shown. The rearward end of the metal portion B is preferably formed with the flanged T-head D provided with suitable bolt holes *b* through which may pass the bolts by means of which the T-head is secured to the pole circle E or whatever equivalent part may be employed as a connection between the pole and the vehicle. A hammer strap F is secured to the metal portion B by means of a bolt *c*. A sleeve or collar *d* is formed upon the hammer strap below the head of the fastening bolt and is fitted in a corresponding recess in the upper side of the metal portion B so that the strain of the hammer strap does not come upon the fastening bolt *c*.

The bolt G for the double-tree passes through the hammer strap, the double-tree

H, the metal portion B and the wooden tongue A as shown. Below the metal portion of the pole is a metal strap I which is secured to the circle by the vertical bolts securing the T-head D to the circle and is also secured in place by the bolt *e* passing through the rear bolt stay K, the bolt *c* passing through the forward bolt stay K and holding the hammer strap in place, by the bolt G of the double tree and by the bolt *f*. This strap thus serves to strengthen all connections and to carry the draft strain from the lower end of the double-tree bolt to the under side of the circle E.

I do not desire, of course, to confine myself to the exact construction shown and described as many changes in the details might be made which would fall within the scope of my invention. While I have referred to cast metal as preferable, it will be understood that wrought, stamped or other forms of metal might be employed.

A pole such as I have described will be considerably cheaper to manufacture than the ordinary bent pole which required a special quality of wood and also involves considerable expense for bending. These bent wooden poles are also difficult to connect properly to the pole circle so as to be in proper alinement whereas the metal portion of my pole may be very quickly secured to the circle and any adjustment for alinement is very quickly and easily made, and when made the pole will not spring and warp out of shape before ironed off as the bent wood pole is liable to do.

What I claim as my invention is:—

1. A vehicle pole comprising a substantially straight wood portion; a bent U-sectioned, cast-metal portion open below and shaped at one end to receive and be secured to the wooden pole, provided at one end with means for securing it to the pole circle and provided intermediate its ends with integral bolt stays; and a metal strap below the pole bolted thereto both through the wood and through the bolt stays.

2. A vehicle pole comprising a substantially straight wood portion; a metal portion fitted to the wood portion and provided at its other end with means of engagement with the vehicle gear; a metal strap secured below the aforesaid metal portion and adapted at its rear end to be connected to the pole circle; a hammer strap; a bolt securing the

hammer strap in place passing through the metal portion of the pole and the metal strap; a bolt for the double-tree passing through the hammer strap, the wood and 5 metal parts of the pole and the metal strap; and a sleeve on the hammer strap about its fastening bolt, the metal portion of the pole being recessed to receive the sleeve.

10 3. A vehicle pole comprising a substantially straight wood portion; a metal portion fitted to the wood portion and provided at its other end with means of engagement with the pole circle; a hammer strap; a bolt securing the hammer strap in place passing 15 through the metal portion of the pole; a bolt for the double-tree passing through the hammer strap and the wood and metal parts of the pole; and a sleeve on the hammer strap about its fastening bolt, the metal por-

tion of the pole being recessed to receive the 20 sleeve.

4. A vehicle pole comprising a substantially straight wood portion; a metal portion secured thereto; a hammer strap secured by a bolt through said metal portion; 25 a sleeve on the hammer strap about said bolt, the metal portion of the pole being recessed to receive said sleeve; and a bolt for the double-tree passing through the hammer strap and the wood and metal portions of 30 the pole.

Georgetown, Ontario, this 12th day of March A. D. 1909.

JOHN N. O'NEILL.

Signed in the presence of—

J. EDW. MAYBEE,

EDGAR M. SHEPPARD.