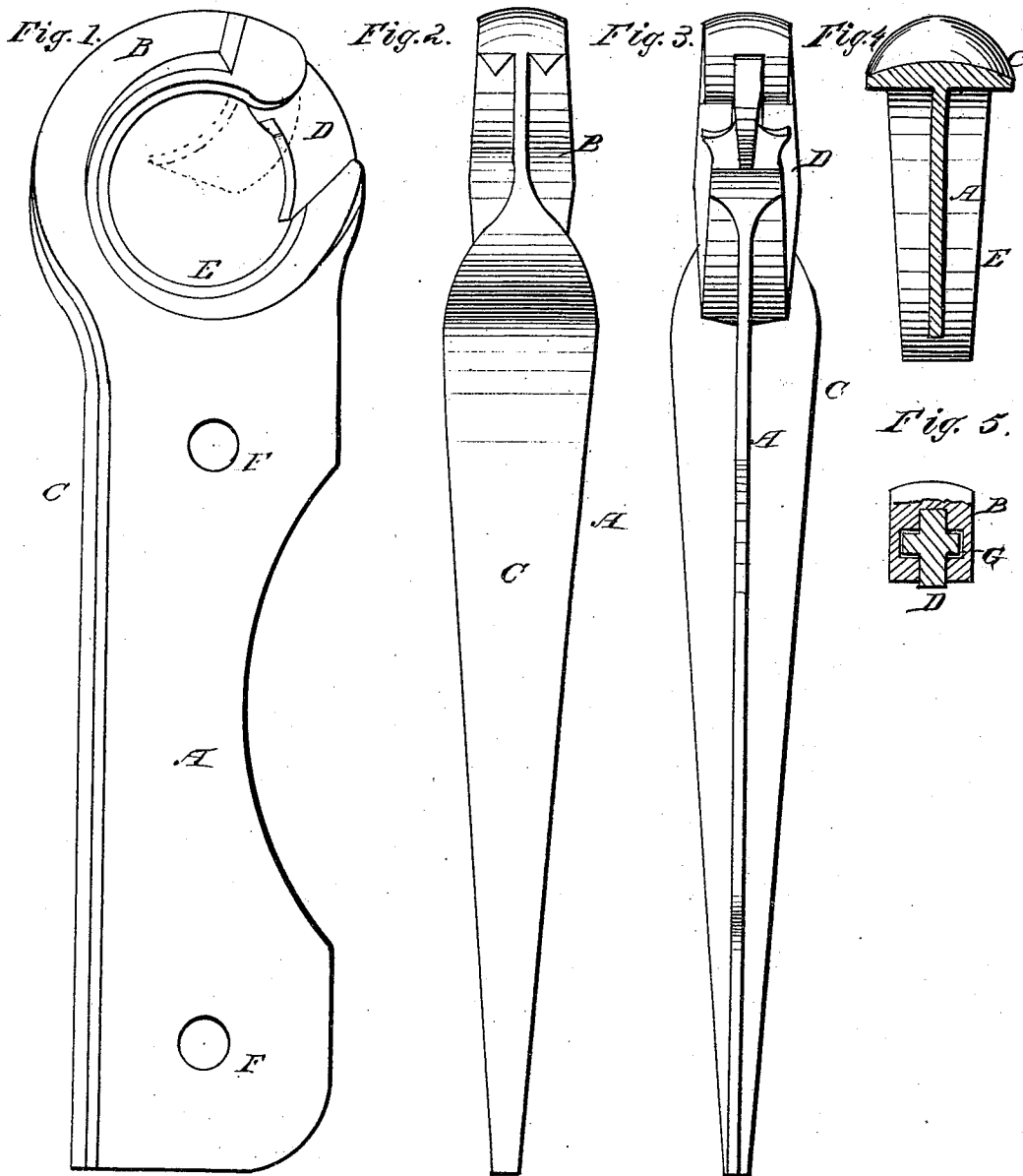


B. C. BRADLEY.
VEHICLE POLE ATTACHMENT.

No. 181,307.

Patented Aug. 22, 1876.



WITNESSES:

A. H. Adams.
J. P. Wolf

INVENTOR:

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UNITED STATES PATENT OFFICE.

BYRON C. BRADLEY, OF CHICAGO, ILLINOIS.

IMPROVEMENT IN VEHICLE-POLE ATTACHMENTS.

Specification forming part of Letters Patent No. **181,307**, dated August 22, 1876; application filed September 7, 1875.

To all whom it may concern:

Be it known that I, BYRON C. BRADLEY, of Chicago, Cook county, State of Illinois, have invented a new and useful Improvement in Draft-Pole Attachments, of which the following is a full description, reference being had to the accompanying drawings, in which—

Figure 1 is a side view; Fig. 2, a top view; Fig. 3, a bottom view; Fig. 4, a transverse section on line *x x* of Fig. 1, and Fig. 5 a detail of the hinge.

The object of this invention is to furnish a neck-yoke connection for draft-poles at the extreme end, and while applicable to all kinds of draft-poles, it is more especially designed for the draft-poles of cultivators, as it is an object to get the draft-pole as short as possible in those machines, so that they can be drawn closer to the fence, and so that the draft-pole will not project beyond the neck-yoke and catch in the fence; and its nature consists in forming an eye, provided with a latch, at the end of the draft-pole, and inserting the attachment into the pole by means of a blade or fin, as hereinafter more fully described.

In the drawings, A represents the blade or fin; B, the outer hook or ring; C, the back; D, the latch; E, the border of the end opening, resting against the end of the draft-pole; F, the holes through which bolts are inserted for fastening the attachment in place; G, lugs on the latch D.

The part A B C E is cast, in one piece, of ordinary cast-iron, which may be annealed and converted into malleable cast-iron, or not, as desired.

In construction, the latch D is first cast, and has cast upon it two small ears or lugs, G. (See Fig. 5.) This latch D is placed in the mold, and the part B cast over it, so as to form the latch-joint without the insertion of a rivet or bolt.

In applying the device to a draft, a slot or

groove is sawed into the end of the pole, of a size to fit the blade A, which is inserted therein. The back C fits against the top of the pole, and forms a bearing for the ring or bolt of the neck-yoke. After the device is in place, bolts are passed through the openings F, and corresponding openings in the wood, and riveted down, or fastened by a screw-nut, as may be desired. This construction brings the opening or eye directly opposite the end of the pole, rendering the device less liable to breakage when in use.

By the use of this device the pole can be cut off at or near the collars or breasts of the horses, so as to materially shorten it; and it also acts as a safety attachment, for, by reason of the latch D, the neck-yoke cannot become detached, and the device is made sufficiently strong, so that the machine or vehicle can be drawn by the neck-yoke in case of any unhooking of the traces or detachment of the double-tree or whiffletrees.

In applying this device to a split pole, sawing will not be necessary, as the blade is then placed between the two sections composing the draft-pole, and it will be obvious that the latch may be riveted in, as well as cast in, as in the form shown.

What I claim as new, and desire to secure by Letters Patent, is as follows:

1. In a draft-pole attachment, the blade or fin A and back C, provided with the ring B, constructed as described, and for the purpose set forth.

2. The blade or fin A, back C, border E, and ring B, in combination with the latch D, provided with lugs G, constructed and arranged substantially as and for the purpose specified.

BYRON C. BRADLEY.

Witnesses:

L. L. BOND,
E. A. WEST.