

(No Model.)

E. CLARK.
VEHICLE POLE.

No. 526,219.

Patented Sept. 18, 1894.

Fig. 1.

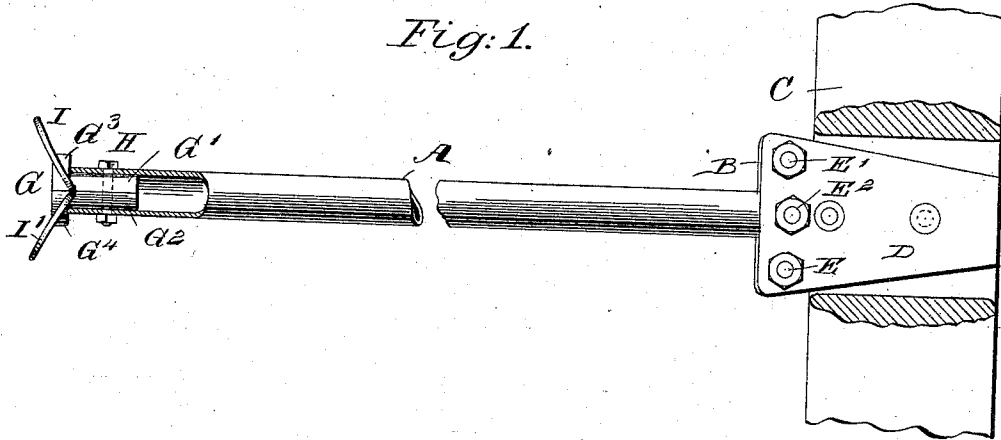


Fig. 2.

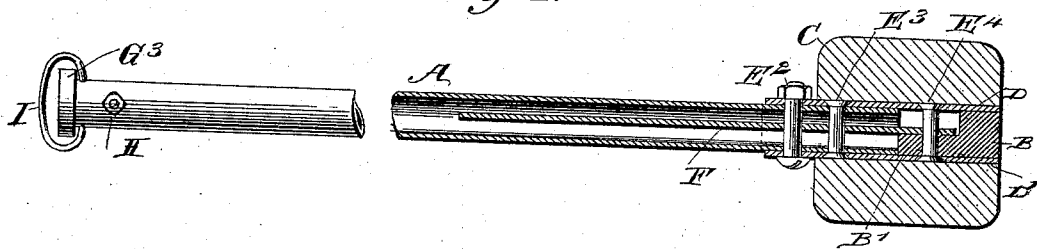
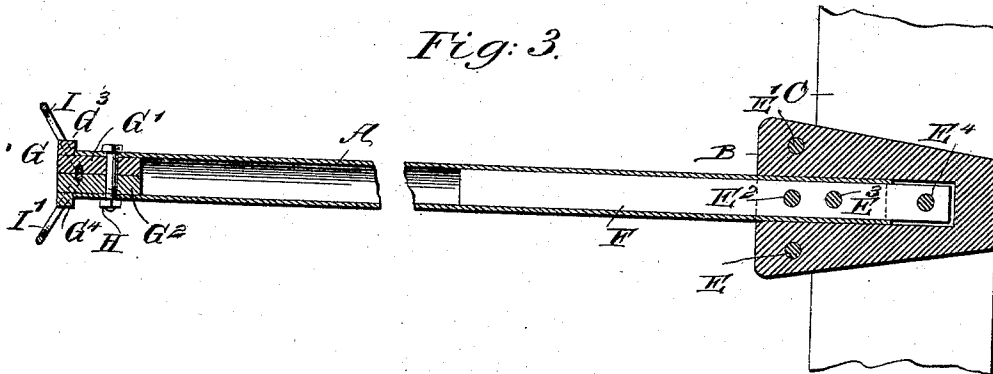


Fig. 3.



WITNESSES:

John A. Bunn
Thos. H. Heston

INVENTOR

E. Clark

BY

Munn & Co.

ATTORNEYS.

UNITED STATES PATENT OFFICE.

EDWARD CLARK, OF NEW YORK, N. Y.

VEHICLE-POLE.

SPECIFICATION forming part of Letters Patent No. 526,219, dated September 18, 1894.

Application filed April 9, 1894. Serial No. 506,858. (No model.)

To all whom it may concern:

Be it known that I, EDWARD CLARK, of the city, county, and State of New York, have invented a new and Improved Vehicle-Pole, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved metallic vehicle pole, which is simple and durable in construction, not liable to break or bend, and not flexible to injuriously bear down on the neck of the animal, as is so frequently the case in metallic and other poles, as now employed.

The invention consists principally of a metallic tube or pipe into the rear end of which extends a metallic bar fastened to the base of the pole.

The invention also consists of certain parts and details, and combinations of the same, as will be hereinafter described and then pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a plan view of the improvement as applied and with parts in section. Fig. 2 is a sectional side elevation of the same, and Fig. 3 is a sectional plan view of the same.

The improved vehicle pole is provided with a metallic tube or pipe A, of suitable length and diameter and fitted at its rear end into a base B, preferably made in the shape of a wooden wedge-shaped block fitted into a corresponding recess in the hounds C of the wagon or other vehicle.

In order to hold the tube or pipe A securely in place in the base B, I provide the latter with a top and a bottom plate D, D', fastened by bolts E, E', E², to the said base and also by rivets E³ and E⁴, as plainly shown in the drawings, the bolt E² and the rivet E³ also passing through the metallic tube or pipe A to prevent displacement of the tube or pipe in its recess or socket in the base B. The rivets E³ and E⁴ have their heads countersunk in the metallic plates D and D', so as to be flush with the top and bottom surface of the plates D, D', and snugly fit into the recess of the hounds C, as plainly shown in Fig. 2.

Into the rear end of the pipe or tube A extends a metallic bar F, preferably made of steel and rectangular in cross section, and of a width corresponding to the diameter of the tube or pipe A, so that the sides of the said bar F snugly fit onto the sides of the tube A to strengthen the latter laterally, so as to prevent bending thereof or breaking, in case of sidewise strain. The inner end of the bar F extends beyond the inner end of the tube A and rests on a shoulder B', formed in the base B, as shown in Fig. 2, the bolt E², as well as both rivets E³ and E⁴ passing through the said bar to securely hold the latter in place. The length of the bar F depends on the length of the pole, and preferably extends about one-third into the rear end of the pole as indicated in the drawings.

On the front or outer end of the tube or pipe A is arranged a head G, preferably made in two parts G' and G², fitted into the end of the tube or pipe and provided with flanges G³ and G⁴, respectively, abutting against the edge of the pipe or tube, as plainly shown in the drawings. The head G is held in place in the tube or pipe A by a transversely-extending bolt H, passing through the two sections G' and G² to fasten the same in place, as shown in the drawings.

On the adjacent faces of the head parts G' and G², slightly in the rear of the flanges G³ and G⁴, are formed vertically-disposed recesses engaged by rings I and I', extending outwardly and in oblique directions to connect with straps or chains leading to the front cross bar of the pole. By this arrangement the front end of the tube or pipe A is securely closed by the head G, and at the same time the latter forms a bearing for the rings I I'.

It will be seen that by the construction of the pole described, the pole is not liable to break or bend, owing to the strengthening bar inserted in the rear end thereof, and consequently the pole is not flexible, to injuriously bear down on the neck of the animal, as is so frequently the case with solid poles now employed. It will also be seen that by employing the wooden base B, the latter can be readily shaped at any time to properly fit the recess in the hounds, it being

understood that the sides of the said base are trimmed with a suitable knife according to the configuration of the recess in the hounds.

Having thus fully described my invention,
5 I claim as new and desire to secure by Letters Patent—

1. A vehicle pole comprising a base adapted to be fitted into a recess in the hounds, a metallic tube or pipe secured in the said base,
10 and a metallic bar held in the said base and in the rear end of the tube or pipe, and extending a suitable distance into the said tube or pipe, substantially as shown and described.

2. A vehicle pole, comprising a base formed
15 with a recess and having top and bottom plates, and a metallic tube or pipe fitted into the recess of the said base and secured therein by bolts and rivets, substantially as shown and described.

20 3. A vehicle pole, comprising a base having a recess and a shoulder, top and bottom plates

held on the said base, a tube or pipe fitting into the said recess, a metallic bar extending into the rear end of the said tube or pipe, and bolts and rivets for fastening the said
25 plates, base, tube and bar together, substantially as shown and described.

4. A vehicle pole provided with a head made in two parts, adapted to be fastened to the tube or pipe forming the pole, and rings
30 held in recesses of the said head, substantially as shown and described.

5. The combination with a tubular pole, of a head formed of two flanged sections secured in the end of the pole, and rings car-
35 ried by the said head, substantially as described.

EDWARD CLARK.

Witnesses:

THEO. G. HOSTER,
C. SEDGWICK.