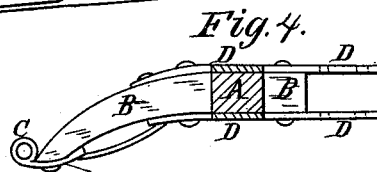
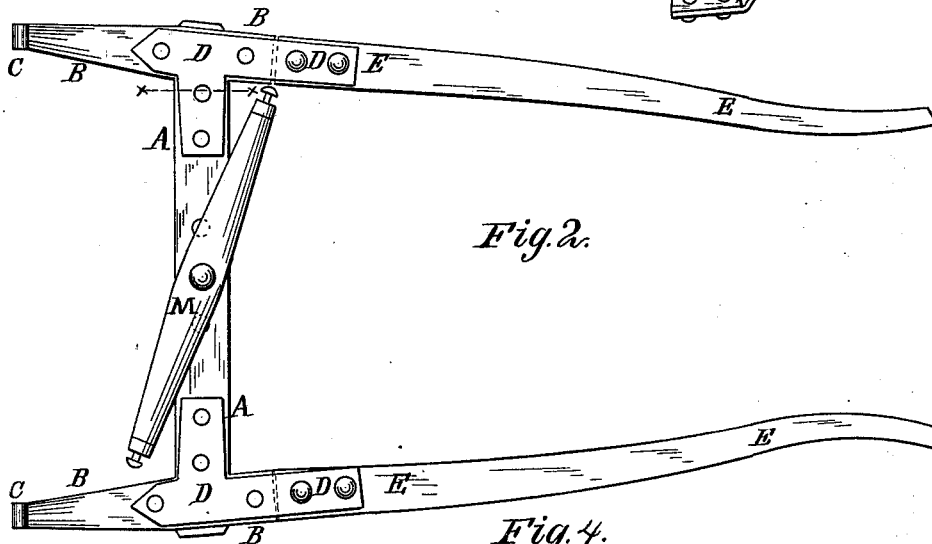
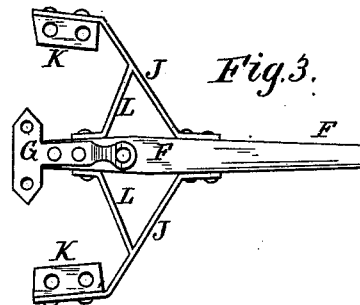
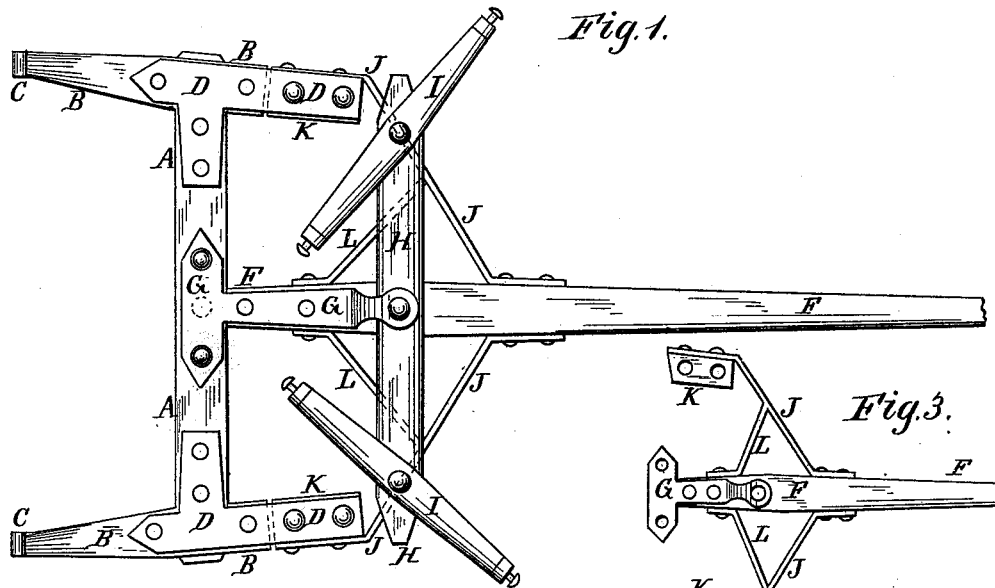


J. L. DYKES.
Pole Attachment for Vehicles.

No. 214,897.

Patented April 29, 1879.



WITNESSES:

Henry N. Miller
C. Sedgwick

INVENTOR:

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BY *Miller & Co.*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

JAMES L. DYKES, OF DEMOPOLIS, ALABAMA, ASSIGNOR TO HIMSELF AND
MALVINE REISS, OF SAME PLACE.

IMPROVEMENT IN POLE ATTACHMENTS FOR VEHICLES.

Specification forming part of Letters Patent No. **214,897**, dated April 29, 1879; application filed
February 26, 1879.

To all whom it may concern:

Be it known that I, JAMES L. DYKES, of Demopolis, in the county of Marengo and State of Alabama, have invented a new and useful Improvement in Combined Thills and Tongue, of which the following is a specification.

Figure 1 is a top view of my improved device arranged as a tongue. Fig. 2 is a top view of the same arranged as thills. Fig. 3 is a top view of the detachable tongue part. Fig. 4 is a detail section taken through the line *x x*, Fig. 2.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish combined thills and tongue for vehicles which may be readily adjusted as a tongue or thills, according as it is desired to use two horses or one horse, which shall be simple in construction and easily adjusted, and which shall be so constructed that it may be furnished at about the expense of an ordinary tongue or thills.

The invention consists in the combination of the cross-bar, the side bars, the thill-irons, and the socket-plates with each other, to adapt the device to receive thills or a tongue, and in the combination of the tongue, the cross-head plates, the braces, and the blocks with the cross-bar, the side bars, and the socket-plates, as hereinafter fully described.

A represents a cross-bar, to the ends of which are attached short bars B. The rear parts of the bars B are curved downward, and have thill-irons C attached to them to receive the bolts of the couplings.

The cross-bar A and the bars B are strengthened at their intersection by plates D, which are extended in front of the bars B to form sockets, as shown in Fig. 4, and have bolt-holes formed through their said projecting parts.

E are the thills, the rear ends of which are so formed as to fit into the sockets D, where they are secured in place by bolts. F is the tongue, to the upper and lower sides of the rear end of which are attached iron plates G. The rear ends of the plates G have cross-heads formed upon them, and project to receive the cross-bar A, to which they are securely bolted.

The forward end of the upper plate, G, is so formed as to serve as a hammer-strap or half-keeper to receive the double-tree H, to the ends of which are pivoted the single-trees I, in the usual way.

To the opposite sides of the tongue F, a little in front of the double-tree H, are attached the forward ends of two braces, J, which incline outward, and their rear ends are bolted to the outer sides of two blocks, K. The blocks K are made of such a size as to fit into the sockets D, where they are firmly secured in place by bolts.

To the middle parts of the braces J are secured, or upon them are formed, the forward ends of two braces, L, the rear ends of which are bolted to the opposite sides of the tongue F, a little in the rear of the double-tree H.

When the device is arranged for a single horse the single-tree M is pivoted to the center of the cross-bar A.

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

The combination of the tongue F, the cross-head plates G, the braces J L, and the blocks K with the cross-bar A, the side bars, B, and the socket-plates D, substantially as herein shown and described.

JAMES L. DYKES.

Witnesses:

E. J. WEIL,
J. DESENBURG.