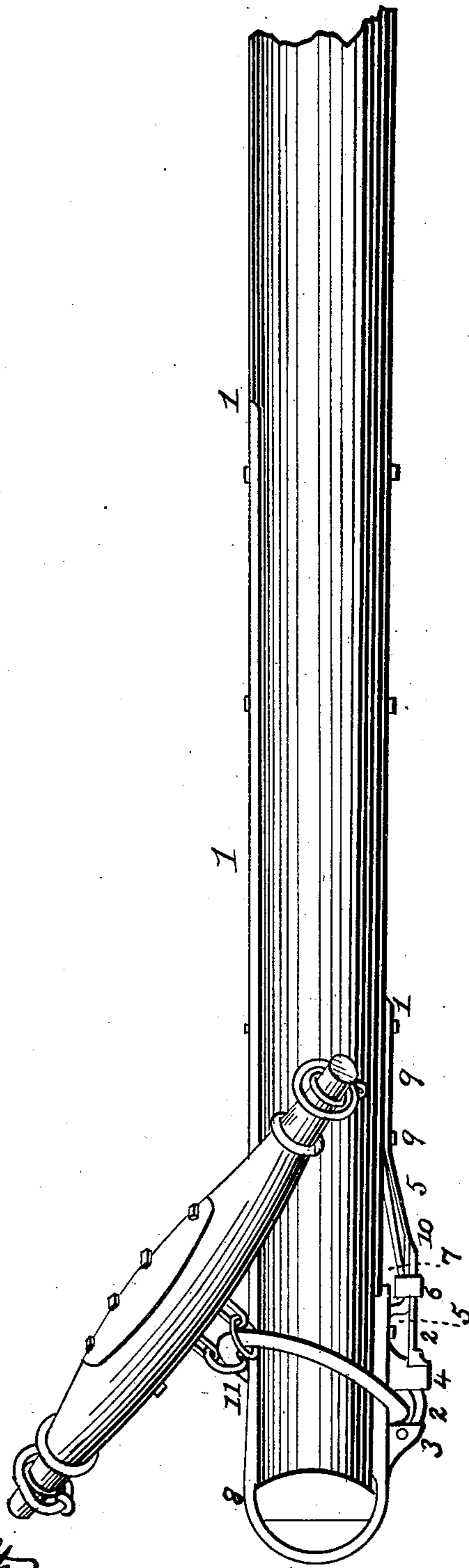


B. FOLTZ.
Carriage-Pole Iron.

No. 85,519.

Patented Jan. 5, 1869.



Witnesses
William H. Foltz,
Louisa J. Foltz.

Inventor

Benjamin Foltz

United States Patent Office.

BENJAMIN FOLTZ, OF ROCKFORD, ILLINOIS.

Letters Patent No. 85,519, dated January 5, 1869.

IRON FOR CARRIAGE-POLES.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, BENJAMIN FOLTZ, of Rockford, in the county of Winnebago, and State of Illinois, have invented certain new and useful Improvements in Ironing Wagon and Carriage-Poles; and I do declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making a part of this specification.

The nature and object of my invention consist in so ironing the poles of wagons and carriages, and securing the neck-yoke thereto, that, in case of breaking the whiffle-tree or evener, the pole cannot fall to the ground, thus preventing accidents; and in making the same of malleable cast-iron.

To enable others skilled in the art to make and use my improvements, I proceed to describe the construction and operation of the same.

The irons which I use can be most cheaply made of cast-iron rendered malleable, and, when so made, will be strong and safe; but they may be made of wrought-iron.

The main iron, marked 1, may be in one piece, the general form being similar to that in use, the pole being placed between the upper and lower parts, in the usual manner.

Nos. 3 and 4 are projections, extending from the lower part of No. 1, and being part thereof.

To No. 3 is hinged or pivoted the safety-guard 2.

In the outer end of 4 is a notch or recess, into which the safety-guard 2 passes when in place or closed.

No. 4 is also a holdback-iron.

No. 5 is also a part of No. 1, the form of which will be seen from an inspection of the drawings.

No. 6 is a band or ring, by means of which the safety-guard 2 is held in place when closed.

No. 7 is a spring, one end of which is secured to the pole, as shown, and is of such length that the opposite end will catch against the ring 6, when passed over the end of the guard 2, and prevent this ring from slipping off over the end of the guard 2.

I am able to place No. 3 near the end of the pole, and, if the end of the pole be clipped or bevelled, and the iron correspondingly formed, as shown at 8, the lines will not be liable to be caught over the end of the pole, as is now frequently the case.

Nos. 3 and 4 must be of sufficient length, and far enough apart, to allow the ring of the neck-yoke to be placed between them, and between the pole and guard.

If the inner corners of 3 and 4 be rounded, the ring of the neck-yoke will have free play.

Usually, No. 3 may be about one inch long, and No. 4 a little longer.

The guard 2 may be provided with a notch on the inner edge, which, when the guard is closed, will catch against the back side of the holdback, No. 4.

When these parts, 2, 3, and 4, are made and arranged as described, it will be seen that the guard 2 has a tendency to divide the strain upon either 3 or 4 between these two parts.

The irons are to be attached to the pole by suitable bolts.

In use, the guard 2 is to be thrown forward, so as to be in a line with the pole. The ring of the neck-yoke is then passed over the end of the pole, and over the guard, to its place between 3 and 4. The guard is then closed, and the band or ring 6 is passed over the ends of the guard, and prevented from slipping off by the spring 7.

The neck-yoke can be removed by pressing the spring 7 against the pole, slipping the ring 6 off from the guard, and throwing the guard open and forward.

As poles are now ironed, accidents frequently happen, which cannot occur with my improvements. Now, when a whiffle-tree or evener breaks or becomes detached, and sometimes when a trace unhooks, the neck-yoke slips over the end of the pole, and the pole falls to the ground, and, if going up-hill, the wagon runs back. Such accidents cannot happen with my improvements in use, because the neck-yoke ring is secured, and the load can be drawn by the iron marked 3.

When the neck-yoke ring is made of leather, I do not use the projection 3, but make a ring, which can be passed over the end of the pole, to which ring I attach the guard 2, the guard being secured substantially as before.

The safety-guard may extend back only as far as No. 4, to which it can be secured by a bolt, or it may be there fastened in other ways; for example, a spring might be arranged, under which to pass the guard.

Irons for poles, such as described, can be cheaply made, of malleable cast-iron, of sizes adapted to different kinds of wagons, and put into market.

Having thus fully described my invention,

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

The combination of the projections 3 and 4 with the guard 2, ring 6, rod 5, and spring 7, and main iron 1, substantially as and for the purposes specified.

Rockford, December 12, 1866.

BENJAMIN FOLTZ.

Witnesses:

H. W. TAYLOR,
WM. BROWN.