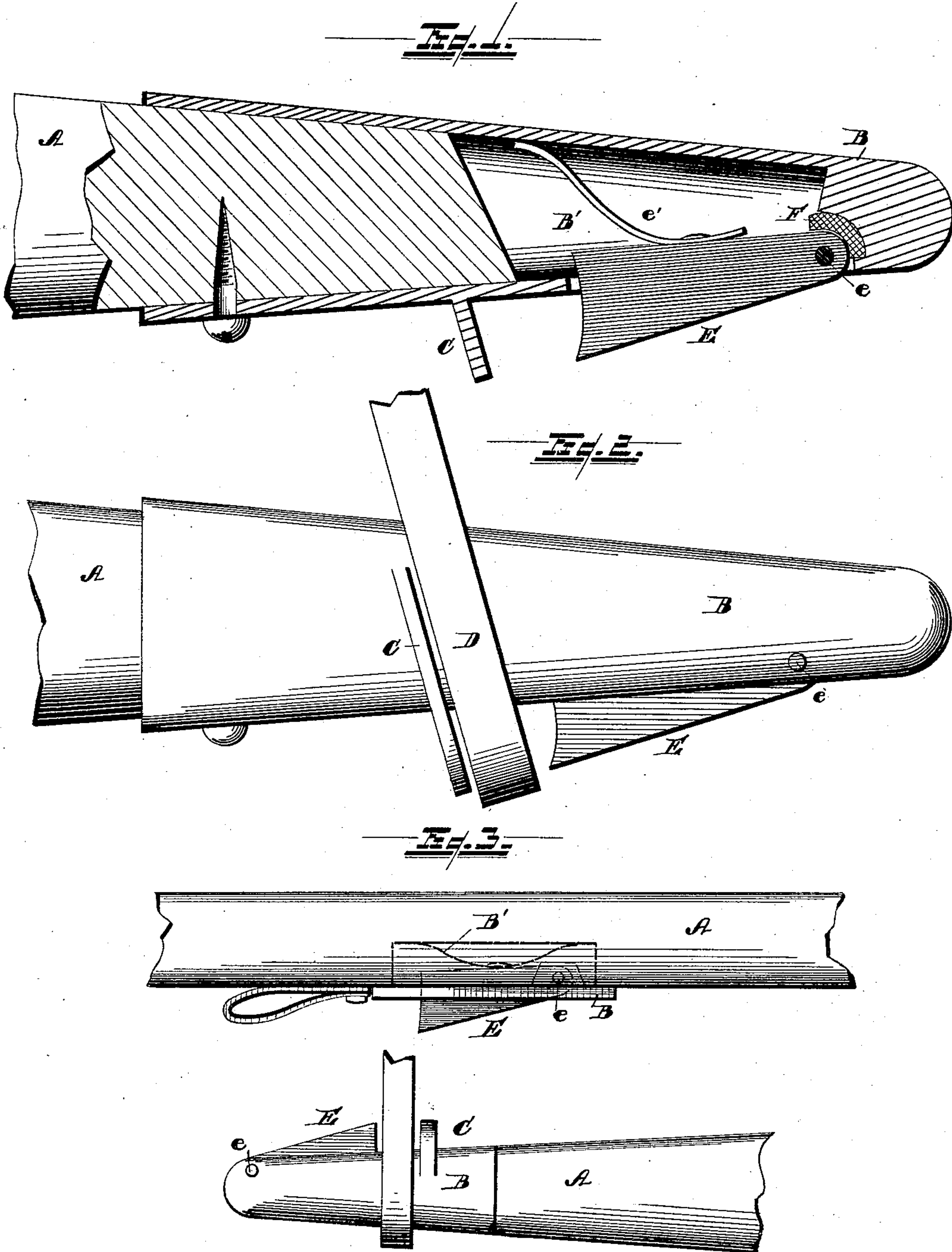


(No Model.)

A. W. BAGG.
VEHICLE POLE TIP.

No. 326,379.

Patented Sept. 15, 1885.



WITNESSES

Samuel E. Thomas.

N. S. Wright.

Fig. 4.

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ALBERT W. BAGG, OF DETROIT, MICHIGAN.

VEHICLE-POLE TIP.

SPECIFICATION forming part of Letters Patent No. 326,379, dated September 15, 1885.

Application filed January 27, 1885. (No model.)

To all whom it may concern:

Be it known that I, ALBERT W. BAGG, of Detroit, county of Wayne, State of Michigan, have invented a new and useful Improvement in Safety Appliances for Vehicles; and I declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to safety appliances for vehicle tongues, shafts, whiffletrees, &c.; and it consists of the combinations of devices and appliances, hereinafter specified, and more particularly pointed out in the claims.

In the drawings, Figure 1 is a longitudinal section illustrating my invention. Fig. 2 is a side elevation. Figs. 3 and 4 are modifications.

It is a well-known fact that many accidents occur in driving, owing to the disengagement of the neck-yoke from the vehicle-tongue. This may result by having the tugs too long, or by the unfastening of one of the tugs, or by breakage of the harness in various ways.

My invention is designed to overcome these dangers, the device being also applicable to shafts of a single vehicle should the loops for the thill-straps be broken. It is applicable to whiffletrees and for other uses.

I carry out my invention as follows:

A represents a pole, shaft, or whiffletree, as the case may be.

B represents a metallic tip or strap engaged thereon.

C represents a pin or shoulder, to prevent the neck yoke from slipping back too far.

D represents the neck-yoke center or ring.

E represents a spring-latch, constructed in any suitable manner, engaged in the tip or strap B, or in the end of the pole itself, should the tip or strap be dispensed with. As shown in the drawings, this latch is pivotally engaged in the end of the tip, as shown at *e*, and is provided with a spring, *e'*, engaged thereon and having a bearing against the adjacent portion of the tip or wood.

I do not confine myself to the particular construction shown. The latch is constructed with an angular face, to permit the ring of the neck-yoke to be readily inserted over the same, the latch springing into a corresponding recess, B', as the ring passes over it, when the spring forces the latch back, to prevent the accidental disengagement of the ring, the latch springing back to a sufficient extent to prevent the ring being withdrawn without pressing the latch into the recess. The spring is of sufficient strength to prevent the latch from being accidentally forced into said recess.

Figs. 1 and 2 illustrate the normal position of the latch. In Fig. 3 I have shown, essentially, the same device attached to the shaft of a single vehicle forward of the loop, in which the thill-straps are engaged, adapted to prevent the thill-straps from accidental disengagement from the shafts. In Fig. 4 the same is shown applied to the end of a whiffletree.

I would have it understood that I contemplate the use of this safety appliance for the various applications to which it may be adapted.

Suitable packing, F, may be employed to prevent the latch from rattling.

It is evident that the spring-latch may be pivotally engaged in the part A without the employment of the tip or strap B, if desired, without departing from the principle of my invention.

What I claim is—

A safety appliance for vehicle-shafts, &c., consisting of a latch pivotally engaged therein, and an elastic packing bearing against said latch at one end thereof, substantially as described.

In testimony whereof I sign this specification in the presence of two witnesses.

ALBERT W. BAGG.

Witnesses:

N. S. WRIGHT,

M. B. O'DOHERTY.