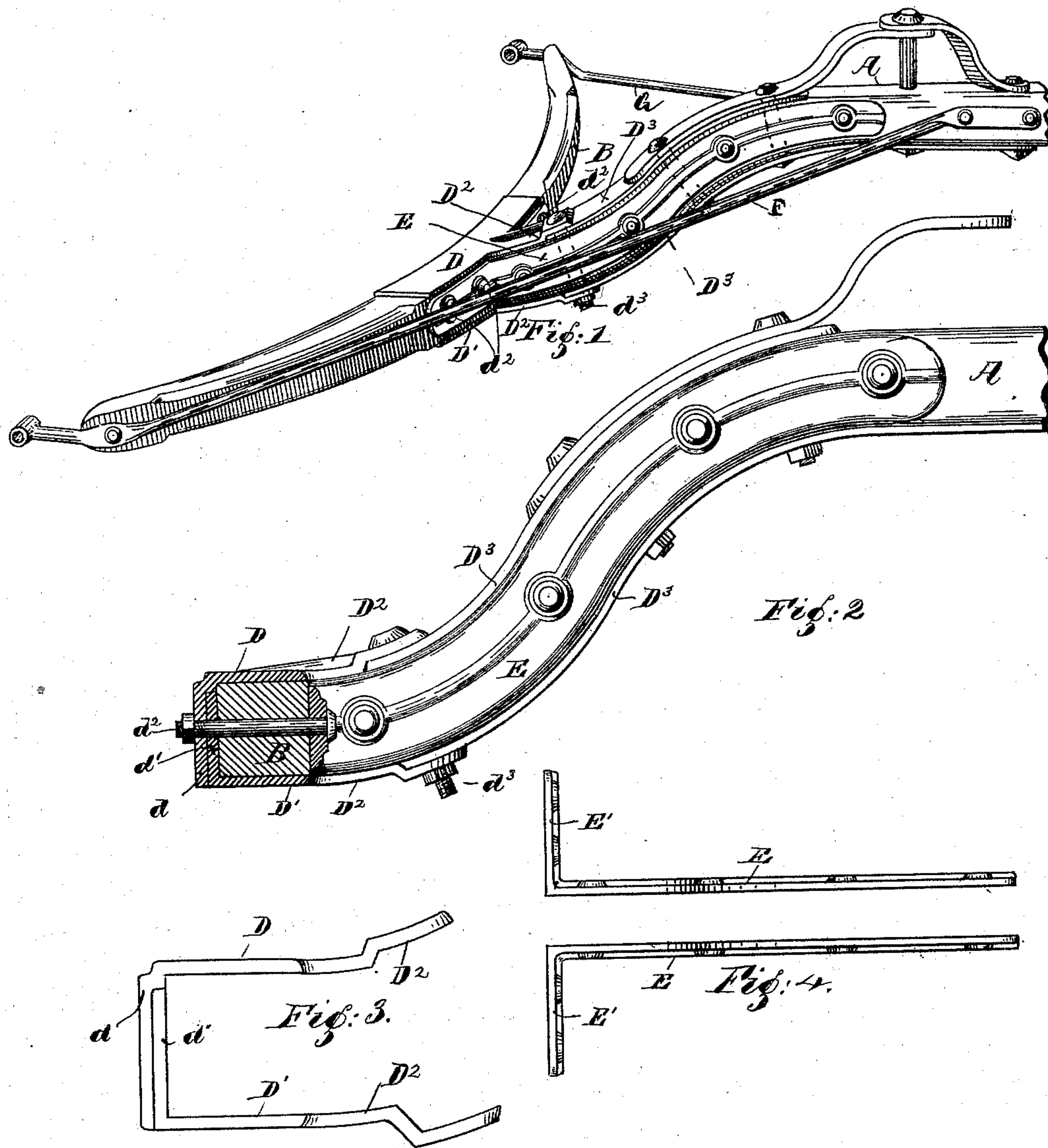


(No Model.)

T. H. PARRY & T. J. BAKER.  
IRON FOR VEHICLE TONGUES.

No. 475,986.

Patented May 31, 1892.



Witnesses:

M. S. Hynes  
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# UNITED STATES PATENT OFFICE.

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PLACE.

## IRON FOR VEHICLE-TONGUES.

SPECIFICATION forming part of Letters Patent No. 475,986, dated May 31, 1892.

Application filed February 20, 1892. Serial No. 422,242. (No model.)

*To all whom it may concern:*

Be it known that we, THOMAS H. PARRY and THOMAS J. BAKER, citizens of the United States, residing at Indianapolis, in the county of Marion and State of Indiana, have invented certain new and useful Improvements in Irons for Vehicle-Tongues; and we do hereby 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 appertains to make and use the same.

This invention relates to improvements in tongues for buggies and other vehicles, and has for its objects, first, the construction of a tongue in which the transverse bar at the end next the axle of the vehicle is secured to the pole without making a tenon-joint, as is commonly done, which requires time, thereby adding to the cost of the construction, and which weakens the wood-work in proportion as the parts are cut away to form the joint; second, to provide a two-part iron that will be easily fitted and will encircle the transverse bar in order to prevent cracking and also to bring the greatest pulling strain against the rear of the bar; third, to provide angle-irons between the transverse bar and the pole so arranged as in a large measure to resist the lateral strain arising from the movement of the tongue in guiding the vehicle.

The objects of this invention are accomplished by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a view in perspective of a vehicle-tongue detached from the vehicle, a portion only of the pole being shown; Fig. 2, a detail in side elevation, partially in section, of a vehicle-tongue, the same portion being shown as is illustrated in Fig. 1; Fig. 3, a detail in side elevation of the irons to encircle the transverse bar, and Fig. 4 a plan view of the angle-iron used on each side of the pole.

Similar letters refer to like parts throughout the several views.

Referring to the drawings, A is the pole, and B the transverse bar, both of which are of usual pattern and material.

D and D' are angle-irons shaped to conform to the curvature of the transverse bar B and adapted to incase the upper, lower, and rear sides of the bar B for a suitable distance on

each side of the point of attachment of the pole, as shown in Fig. 1. The iron D' is fitted to the lower side of the transverse bar B, and the upwardly-projected portion  $d'$  is in direct contact with the back side of the bar, as shown in Fig. 2. The upper plate D is fitted to the top of the bar B, and the downward portion  $d$  overlaps the part  $d'$ . The upper and lower plates D and D' are fastened together and are secured to the transverse bar by the bolts  $d^2$ .

D<sup>2</sup> are forwardly-projected centrally-located tongues or straps formed integral with the plates D and D'. They embrace the end of the pole on its upper and lower sides and are secured thereto by the bolt  $d^3$ . The rear ends of the upper and lower heel-irons D<sup>3</sup> are fastened to the pole by the same bolt  $d^3$  that secures the straps D<sup>2</sup>, and the latter are shaped as shown, so as to overlap the ends of the irons D<sup>3</sup>. It is evident that the straps D<sup>2</sup> and the irons D<sup>3</sup> might be made in one continuous piece; but for convenience in casting or forging and in fitting the irons to the pole it is thought preferable to separate them, as shown. By so doing the lower parts may be of cast malleable iron and the strap extensions D<sup>3</sup> of wrought-iron, which will greatly cheapen the cost of manufacture.

E are side irons shaped to conform to the curvature of the sides of the pole, to each of the sides of which the irons are bolted by means of the bolts  $e$ .

E' are lateral projections from the side irons E and are adapted to fit against the front face of the transverse bar B and to be bolted to the transverse bar by the same bolts  $d^2$  that secure the angle-irons D and D' to said bar. This makes the complete connection by which the pole is joined in a strong and durable manner to the transverse bar and enables the connection to be made without the customary tenon-joint. By overlapping the plates D and D' on the back side of the transverse bar the pulling strain is brought to bear against the back of the transverse bar in like manner, and the full strength of the bar is thus utilized.

The rods G are similar in arrangement and purpose to those employed on other vehicle-tongues.

We claim—

1. In a vehicle-tongue, the combination, with the pole and transverse bar, of the angle-plates D and D', secured at their front sides to the pole and arranged, respectively, above and below the transverse bar and embracing the back side of the bar and overlapping each other on the back side of the bar, in the manner substantially as described, and for the purposes specified.
2. In a vehicle-tongue, the combination, with the pole and the transverse bar, of the angle-plates D and D', arranged, respectively, upon the upper and lower faces of said transverse bar and embracing the back side of the bar and overlapping each other thereon, and the plates E, secured to the sides of the poles and having the lateral extensions E' to contact with the transverse bar, and the bolts  $d^2$ , all substantially as described.

In testimony whereof we affix our signatures in presence of two witnesses.

THOMAS H. PARRY.  
THOMAS J. BAKER.

Witnesses:

JOSEPH A. MINTURN,  
W. L. BUSHONG.