

No. 724,632.

PATENTED APR. 7, 1903.

J. WADDELL.

POLE TIP.

APPLICATION FILED SEPT. 22, 1902.

NO MODEL.

Fig. 1.

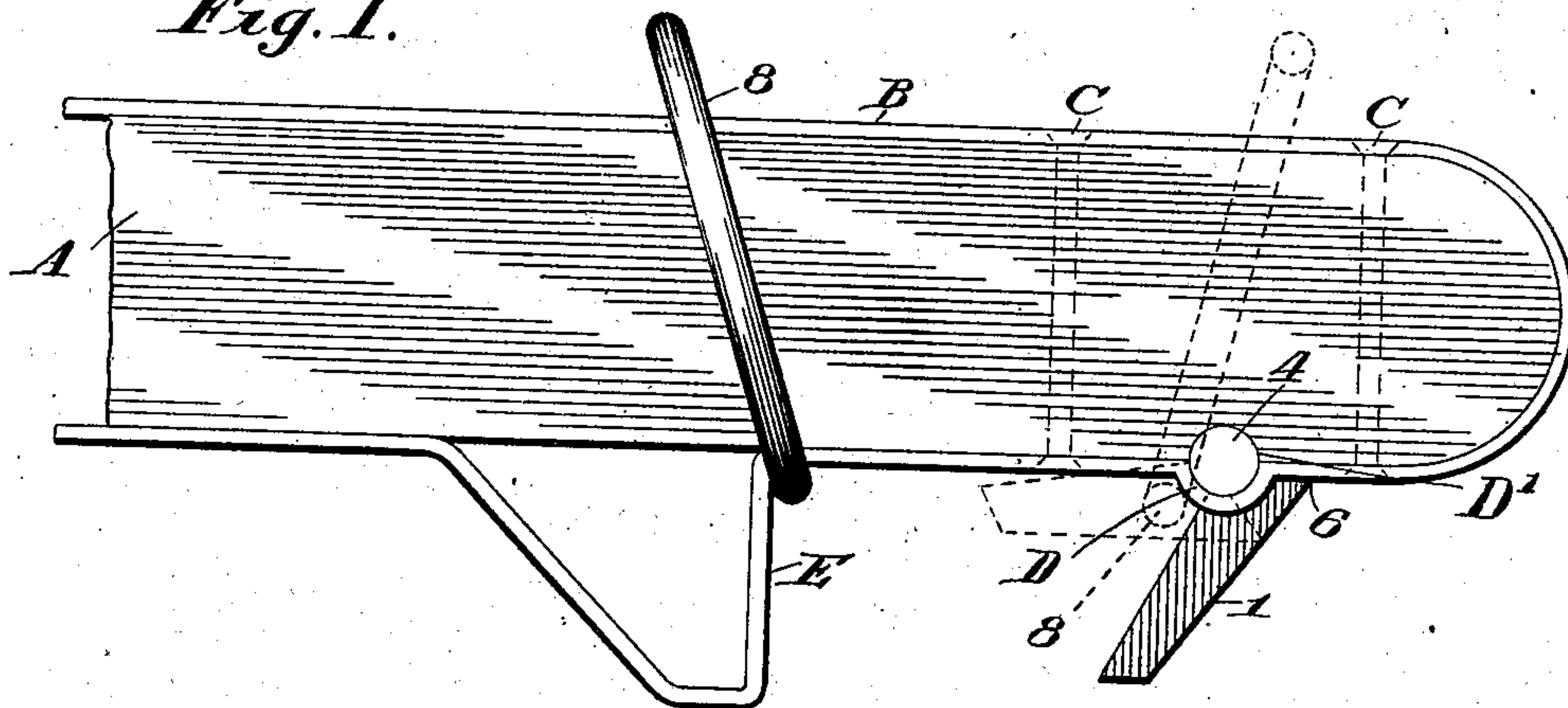


Fig. 4.

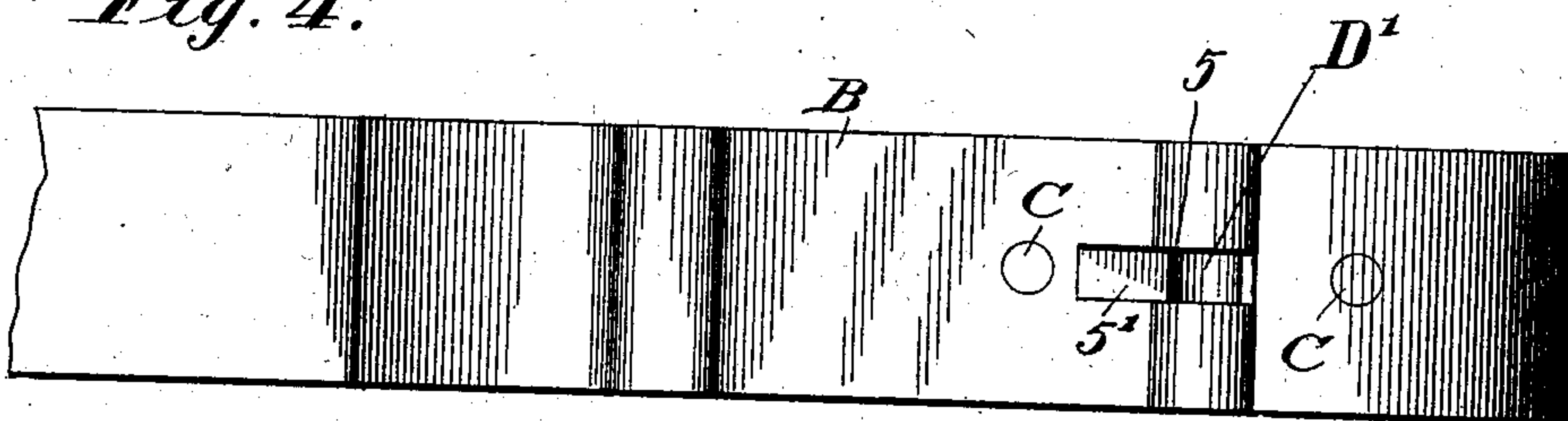


Fig. 3.

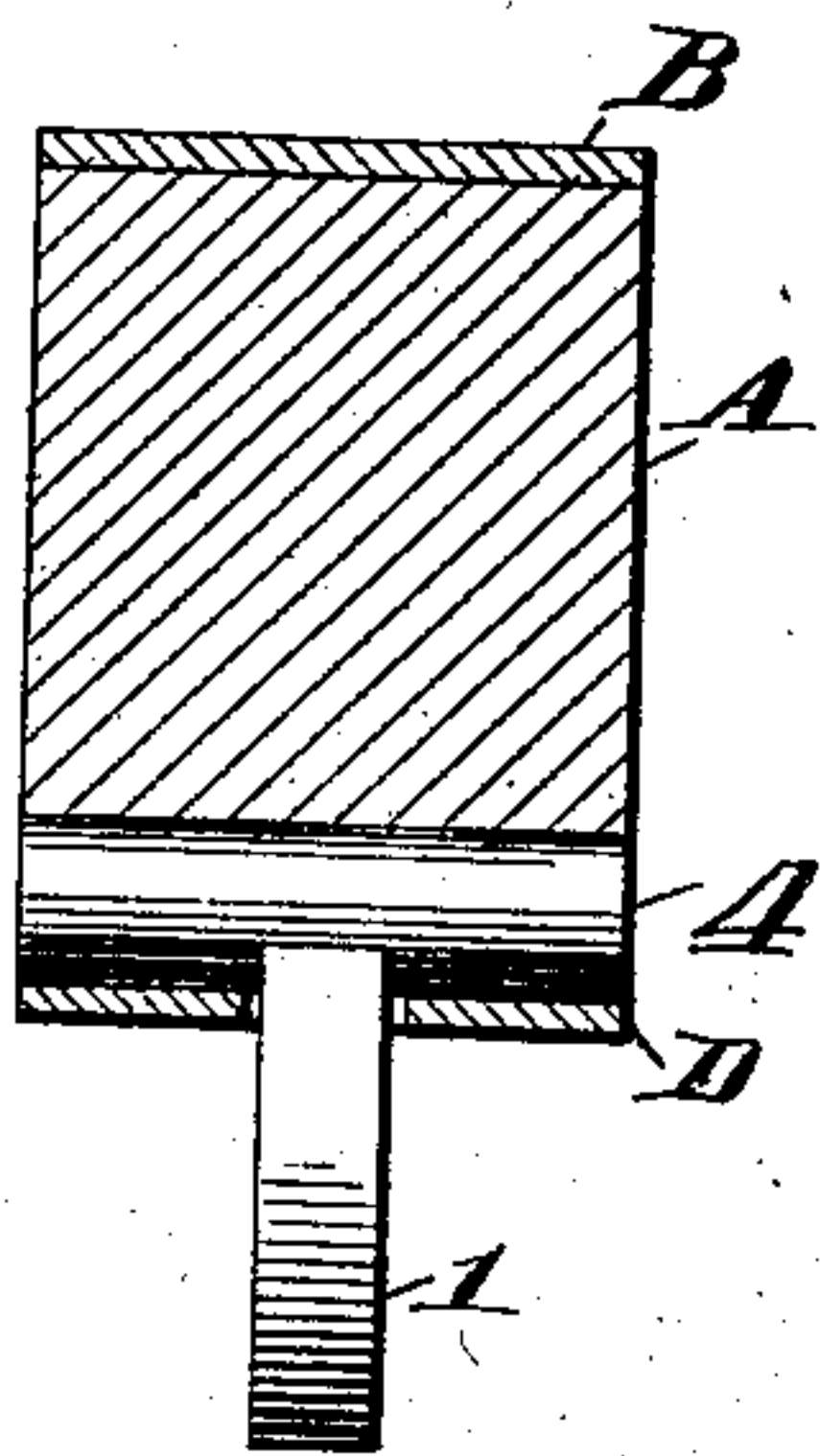
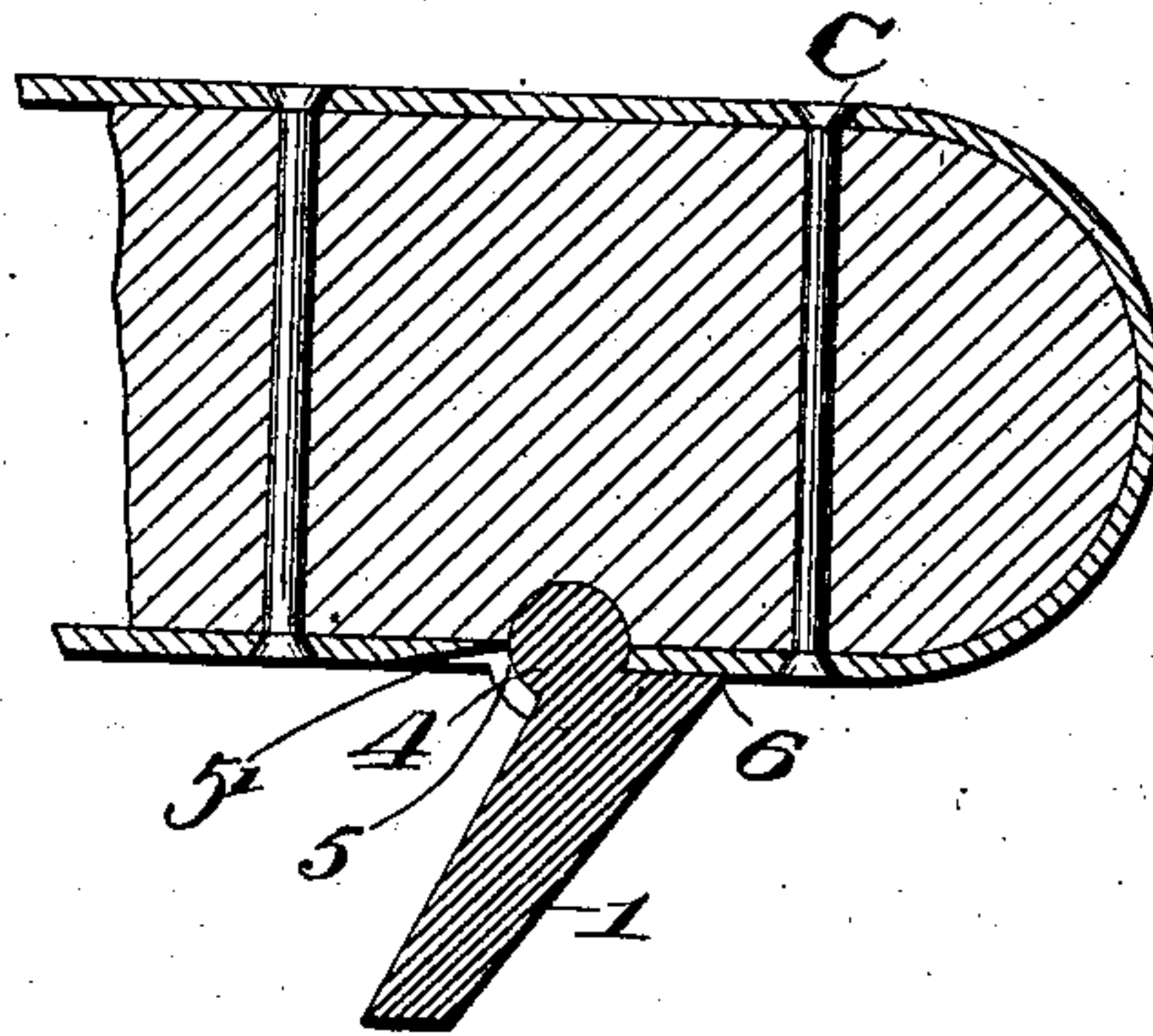


Fig. 2.



Witnesses:

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UNITED STATES PATENT OFFICE.

JOHN WADDELL, OF HARRISTON, CANADA.

POLE-TIP.

SPECIFICATION forming part of Letters Patent No. 724,632, dated April 7, 1903.

Application filed September 22, 1902. Serial No. 124,382. (No model.)

To all whom it may concern:

Be it known that I, JOHN WADDELL, merchant, of the town of Harriston, in the county of Wellington, in the Province of Ontario, Canada, have invented certain new and useful Improvements in Pole-Tips for the Tongues of Wagons, Sleighs, and all Kinds of Vehicles, of which the following is a specification.

My invention relates to improvements in movable safety-clutches for tongues or poles of wagons; and the object of the invention is to devise a strong and durable device whereby the tongue or pole of a wagon or other vehicle may be prevented from accidentally drawing out of or becoming disconnected from the neck-yoke ring; and it consists, essentially, of a band or plate designed to pass around the tip end and bottom of the pole or tongue and formed with a holdback at the bottom and a bearing in front of the holdback, in which is journaled the clutch, the top and bottom of the band being connected together at each side of the bearing by suitable rivets or bolts and the band being cut away through the bearing and to the rear of the same in order to permit the folding back of the clutch parallel with the pole, the parts being otherwise arranged and constructed in detail as hereinafter more particularly explained.

Figure 1 is a side elevation showing the parts involved in my invention. Fig. 2 is a longitudinal section. Fig. 3 is a cross-section. Fig. 4 is a plan view looking from the bottom of the pole or tongue.

In the drawings like characters of reference indicate corresponding parts in each figure.

A is the tip end of a pole or tongue.

B is a band or plate which extends around the top, extreme end, and bottom of the pole. At the bottom the band is formed with a holdback E to limit the backward movement of the neck-yoke ring 8 and a bearing D in front of the holdback E.

1 is my movable safety-clutch, which is provided with trunnions or pivots 4, which are journaled in the bearing D and bearing formed by the recess D', cut out of the tip end of the pole or tongue. The strap or band B is cut away centrally around the bearing portion D, so as to form a recess 5,

and such recess is continued into an extension 5', which is beveled from the under side of the band upwardly and forwardly, as indicated.

The clutch 1, or, more properly, the depending portion of the clutch, is of the same width as the recesses 5 and 5', within which the portion 1 is designated to swing. It will be noticed also that the portion 1 of the clutch is also provided with a shoulder 6, which is designed to act as a stop to prevent the forward movement of the portion 1 from the backwardly-inclined position which it assumes when in use and as indicated in Figs. 1 and 2.

C represents rivets which extend through the top and bottom portions of the band B and intermediate tip portion of the tongue and serve to strengthen and stiffen the bearing D, which is formed by the band, and also strengthen the tip end of the tongue itself.

In order to place the neck-yoke ring in position, it is slipped over the tip end of the pole and in passing rearwardly strikes the portion 1 of the clutch and knocks it up into the position shown in dotted lines in Fig. 1, in which position the ring will pass the rear end of the portion 1 of the clutch, and such portion will drop down naturally of its own gravity into the position shown by full lines in Figs. 1 and 2. Upon the strain being applied to the ring in order to pull forward upon the pole such ring will assume the position shown in dotted lines in Fig. 1 against the bearing D, against which the strain of the ring will be exerted. In this way it will be seen that there will be practically no strain upon the portion 1 of the clutch, and thereby no liability of such portion becoming broken.

When the horse or horses are caused to back up, of course the ring will pass rearwardly into the position shown in full lines against the holdback.

It will be seen from the construction of the recess extension 5' that the beveled upper end with the clutch or latch is readily folded up with the under side parallel with the tongue, and thereby permits of the ready insertion of the neck-yoke ring into place.

I am aware that it is not new to have a pole-tip provided with a swinging latch nor for such pole-tip to be incased by metal, and I

therefore do not claim, broadly, any such construction.

What I claim as my invention is—

1. In a safety-clutch for tongues and pole-tips, the combination with the pole end or tip, and a band extending around the top, extreme end, and bottom of the pole end or tip and forming an arc-shaped bearing near the front having a central recess, and a holdback to the rear of such bearing, of a clutch or latch provided with trunnions and journaled laterally in the bearing, and provided with a shoulder designed to press against the band or plate in front of the trunnions and limit the forward movement of the clutch as and for the purpose specified.

2. In a safety clutch or latch for tongues and pole-tips, the combination with the pole end or tip, and a band extending around the top, extreme end, and bottom of the pole end or tip and forming an arc-shaped bearing near the front, of a clutch or latch provided with trunnions and journaled laterally in the bearing, and provided with a shoulder designed to press against the band or plate in front of the trunnions and limit the forward move-

ment of the clutch, and rivets extending through the top and bottom portion of the plate and pole end to the front and back of the bearing as and for the purpose specified. 30

3. In a safety-clutch for tongues and pole-tips, the combination with the pole end and plate extending around the top, extreme end, and bottom and forming an arc-shaped bearing at the bottom depending below the band, such bearing having a central recess and extension with the beveled upper side, of a clutch provided with laterally-extending trunnions designed to be journaled in the bearing at each side of the recess and located for the most part above the main portion of the clutch or latch, and a shoulder formed on the latch or clutch to limit the forward throw of the same as and for the purpose specified. 35 40

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses. 45

JOHN WADDELL.

Witnesses:

DAVID SUTHERLAND,
ALEXANDER MEIKLEJOHN MOORE.