

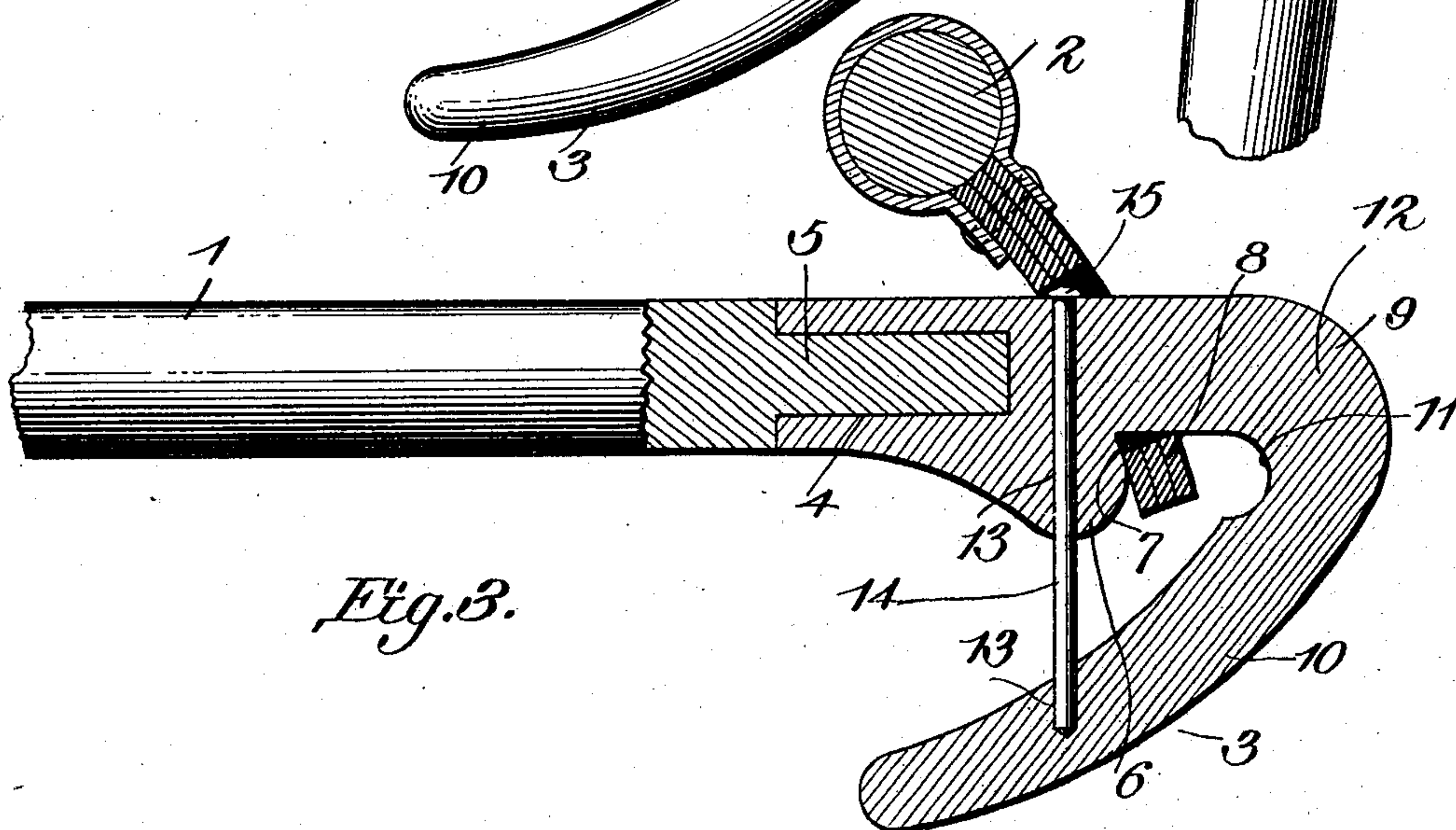
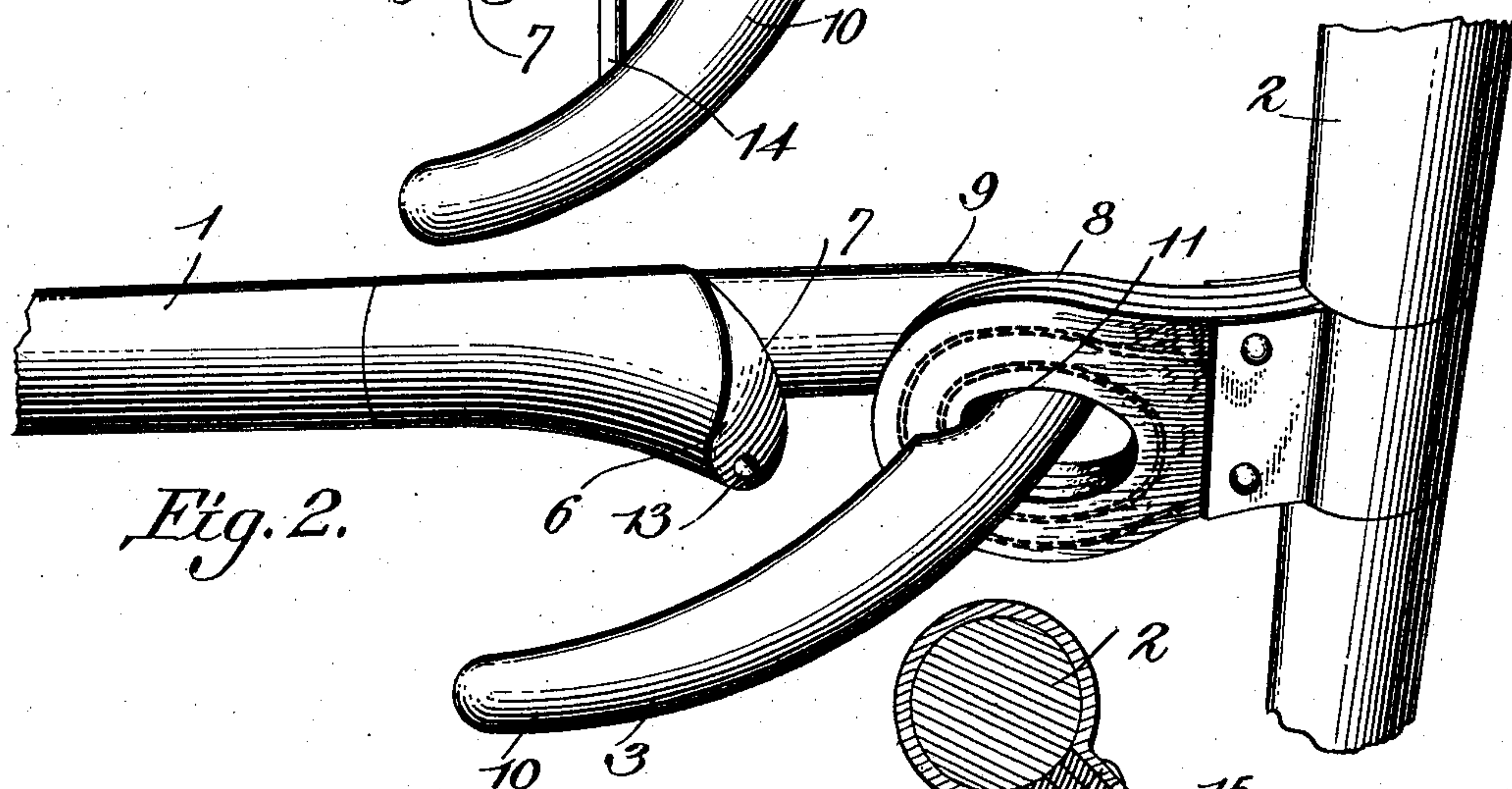
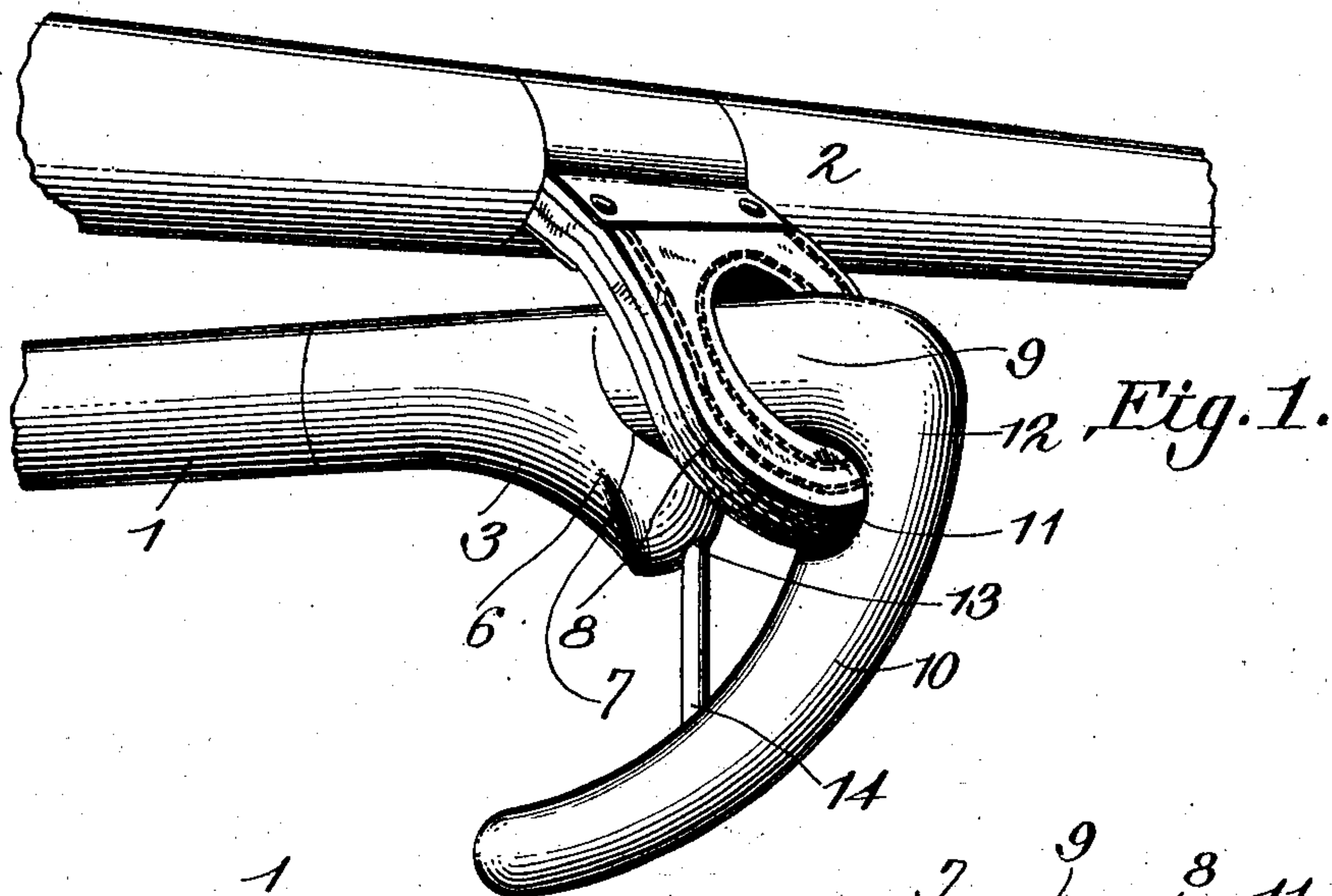
No. 747,881.

PATENTED DEC. 22, 1903.

M. A. FOLEY.
VEHICLE POLE TIP.

APPLICATION FILED SEPT. 25, 1903.

NO MODEL.



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UNITED STATES PATENT OFFICE.

MAURICE A. FOLEY, OF NEW BERLIN, NEW YORK.

VEHICLE-POLE TIP.

SPECIFICATION forming part of Letters Patent No. 747,881, dated December 22, 1903.

Application filed September 25, 1903. Serial No. 174,644. (No model.)

To all whom it may concern:

Be it known that I, MAURICE A. FOLEY, a citizen of the United States, residing at New Berlin, in the county of Chenango and State of New York, have invented a new and useful Wagon-Tongue Tip and Neck-Yoke Attachment, of which the following is a specification.

This invention relates to an improved safety pole-tip for carriages, wagons, agricultural implements, and the like, and has for its object to provide a simple, inexpensive, and efficient device of this character so constructed as to permit of the ready attachment, or detachment, of the neck-yoke and which at the same time will effectually prevent the accidental displacement of the neck-yoke ring from the vehicle-tongue when the same is in position for use.

A further object of the invention is to provide the tip with a rearwardly and downwardly extending hook which forms a guard and effectually prevents the reins from accidentally catching under the end of the vehicle-tongue.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended, it being understood that various changes in form, proportion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

In the accompanying drawings, Figure 1 is a perspective view of a vehicle-tongue having my improved safety-tip applied thereto and showing the manner of attaching the neck-yoke. Fig. 2 is a side elevation, partly in perspective, illustrating the manner of applying the neck-yoke; and Fig. 3 is a longitudinal sectional view of Fig. 1.

Similar numerals of reference indicate corresponding parts in all the figures of the drawings.

1 designates a vehicle-tongue of the ordinary form and construction; 2 the neck-yoke, and 3 my improved safety-tip. The tip 3, which may be formed of metal or other suitable material, is preferably forged or cast and

provided at one end with a recess or socket 4, adapted to receive the reduced end 5 of the vehicle-tongue. The tip is provided with a depending enlargement 6, and a rearwardly-extending inclined shoulder 7, against which the neck-yoke ring 8 bears, forming a stop for the ring and preventing the same from sliding rearwardly on the vehicle-tongue. The inclined shoulder 7 defines a horizontally-disposed reduced portion 9, the end thereof being bent downwardly and rearwardly to form a hook 10, the bill of which is slightly rounded and of less diameter than the horizontal portion 9, so as to permit the ring 8 to be readily placed in position on the tip. A recess or socket 11 is formed in the bill of the hook 10, at a point adjacent the bend 12, so as to permit the ring 8 to be turned upwardly over the bend 12 and placed in position against the shoulder 7, as clearly illustrated in Fig. 3 of the drawings. The depending enlargement 6, and the lower portion of the hook 10 are provided with aligned openings 13, adapted to receive a locking-pin 14, the head 15 of which bears against the top of the tip, being held from accidental displacement by engagement with the ring 8, as shown.

In operation, the locking-pin 14 is removed and the neck-yoke placed in position on the tip by slipping the ring 8 over the hook and sliding the same upwardly until the ring engages the recess or socket 11, after which, the locking-pin is replaced and the ring turned at right angles to the tip and forced rearwardly into engagement with the shoulder 7 and enlargement 6.

It is obvious that when the neck-yoke is secured in position the ring cannot become detached from the tip, and should any accident occur—as, for instance, the breaking of a trace or whiffletree—the neck-yoke will be prevented from falling off the vehicle-tongue by engagement with the locking-pin.

By having the terminal portion of the tip bent downwardly and rearwardly, as shown, it not only permits the neck-yoke to be quickly placed in position, but also serves to prevent the reins from accidentally catching under the end of the vehicle-tongue and frightening the draft-animals or rendering them otherwise unmanageable.

Having thus described the invention, what I claim, and desire to secure by Letters Patent, is—

1. In combination, a vehicle-tongue having
5 a tip member provided with a depending enlargement and having its end portion bent downwardly and rearwardly at an acute angle to the longitudinal axis of the tongue to form a hook, and a vertically-slidable locking-pin adapted to engage said hook.
10

2. In combination, a vehicle-tongue having a tip member provided with a depending enlargement and an inclined annular shoulder defining a reduced extension, said tip having
15 its end portion bent downwardly and rearwardly at an acute angle to the longitudinal axis of the tongue to form a hook, and a vertically-slidable locking-pin adapted to engage said hook.

20 3. In combination, a vehicle-tongue having a tip member the free end of which is bent downwardly and rearwardly at an acute angle to the longitudinal axis of the tongue to form a hook, the bill of the hook having its
25 inner portion recessed to receive the neck-yoke ring, and a vertically-slidable locking-pin adapted to engage the hook.

4. In combination, a vehicle-tongue having a tip member provided with a depending enlargement and having its end portion bent
30 downwardly and rearwardly to form a hook, there being alined openings formed in the depending enlargement and bill of the hook adapted to receive a locking-pin.

5. In a device of the class described, the combination with a vehicle-tongue, of the neck-yoke, a tip member provided with a downwardly and rearwardly extending hook secured to the tongue, and a locking-pin adapted
35 to engage the hook, said pin being held in operative position by engagement with the neck-yoke ring.
40

6. In combination, a vehicle-tongue, and a tip member secured to the tongue having its free end bent downwardly and rearwardly at
45 an acute angle to the longitudinal axis of the tongue to form a rein-guard.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

MAURICE A. FOLEY.

Witnesses:

ISAAC S. BRIGGS,
DAVID H. COLE.