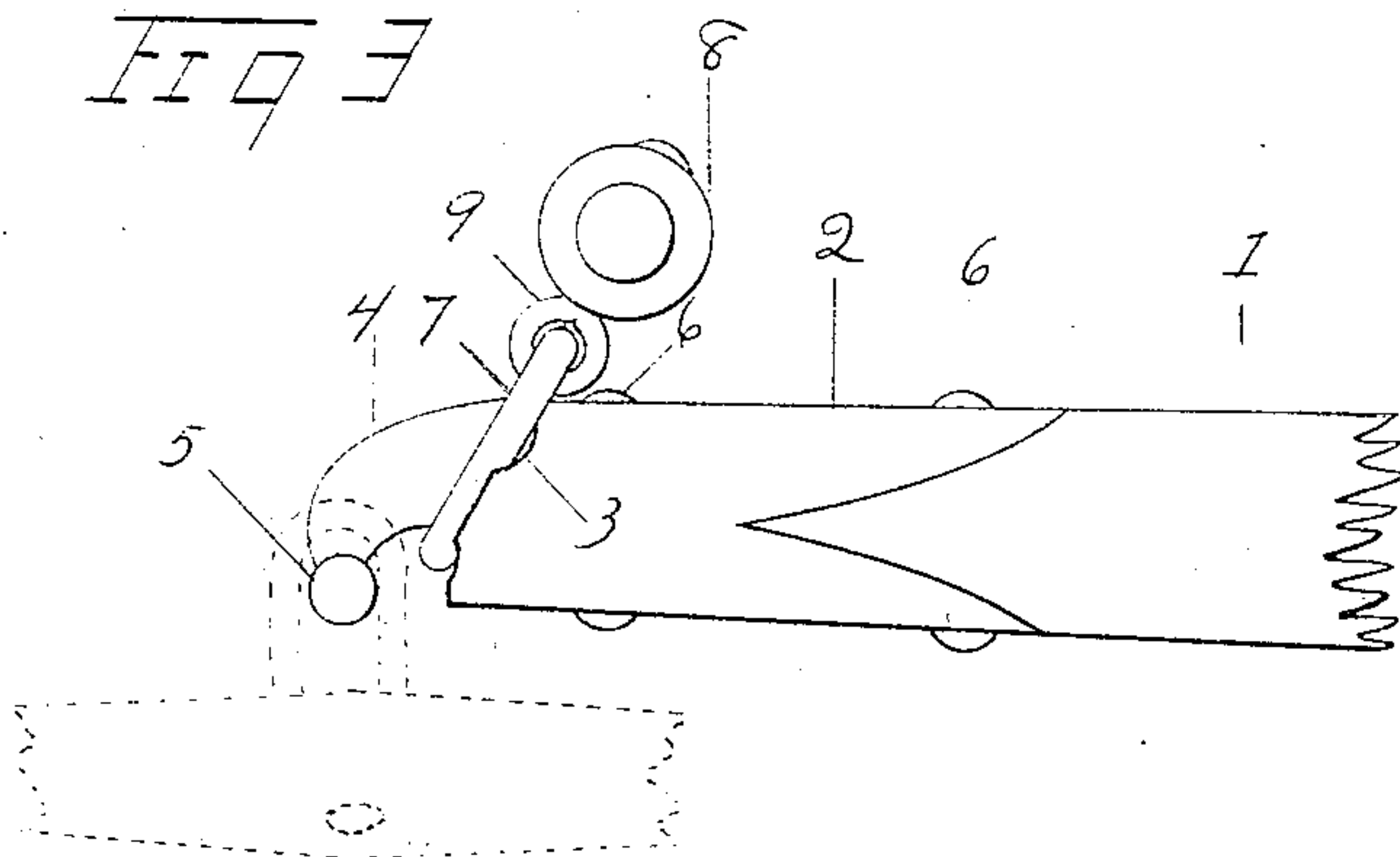
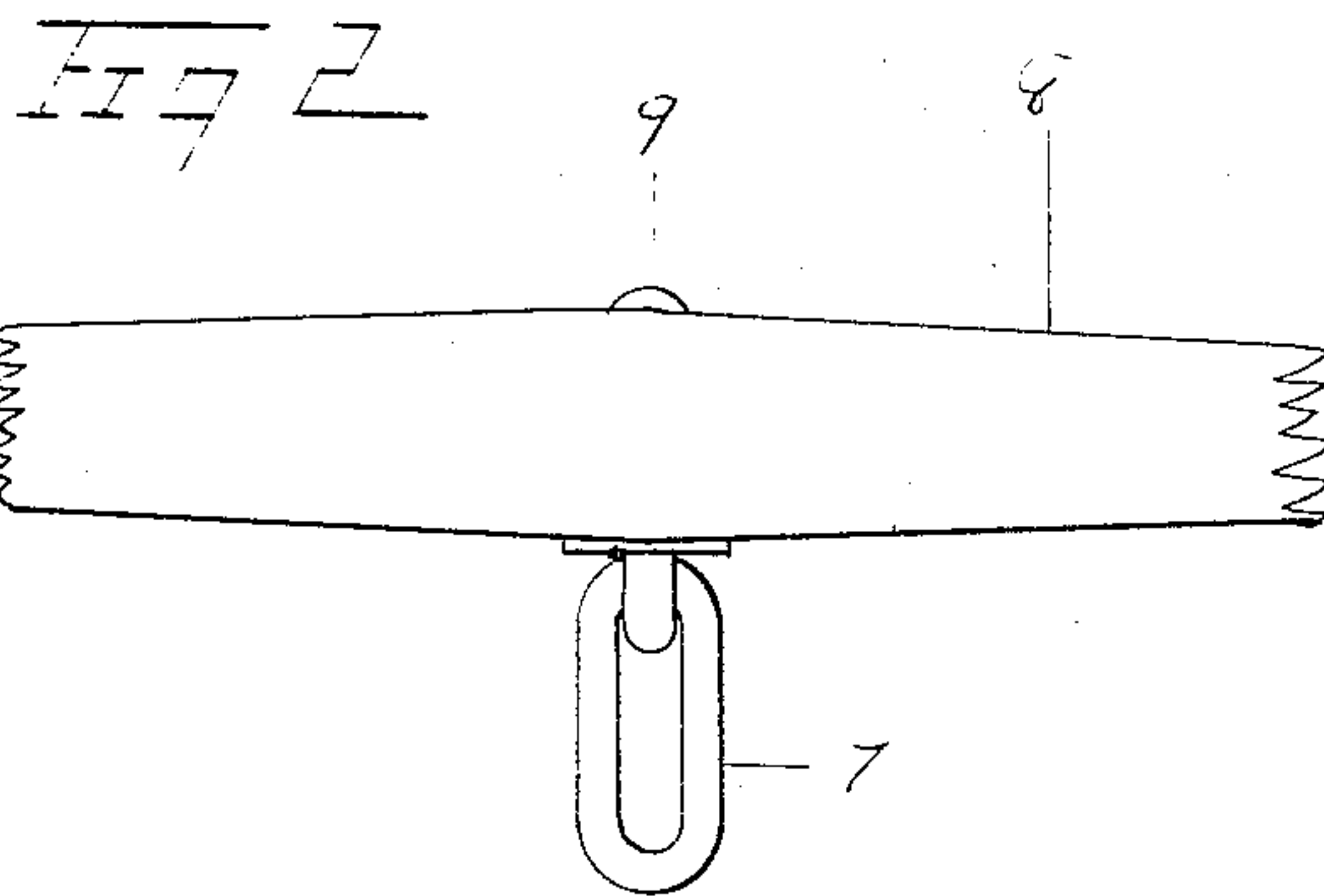
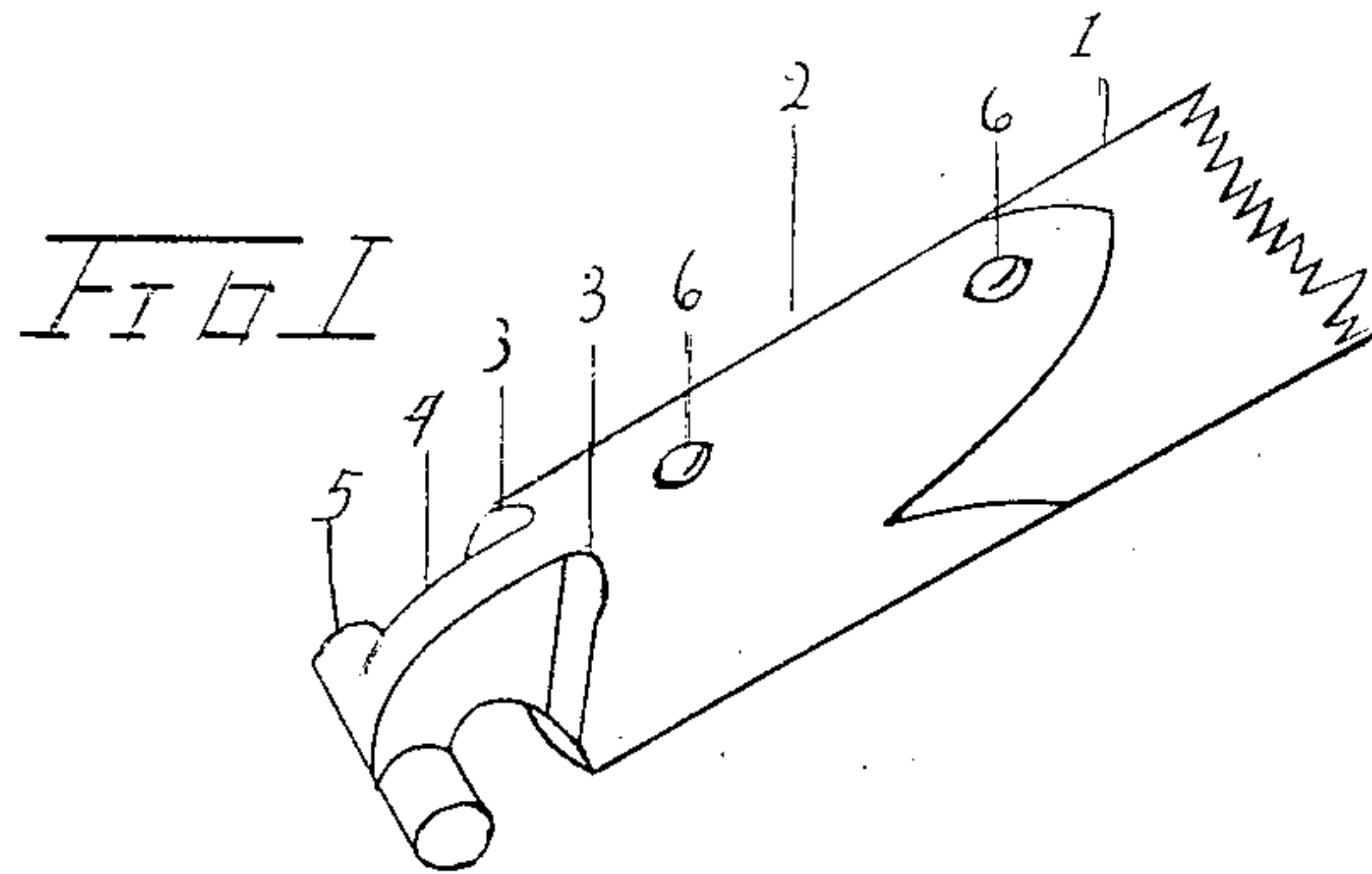


No. 792,340.

PATENTED JUNE 13, 1905.

W. D. MILLER.
VEHICLE POLE TIP.
APPLICATION FILED MAR. 2, 1905.



WITNESSES:

Samuel Erickson
Fred Erickson

INVENTOR.

William D. Miller

UNITED STATES PATENT OFFICE.

WILLIAM D. MILLER, OF SACO, MONTANA.

VEHICLE-POLE TIP.

SPECIFICATION forming part of Letters Patent No. 792,340, dated June 13, 1905.

Application filed March 2, 1905. Serial No. 248,088.

To all whom it may concern:

Be it known that I, WILLIAM D. MILLER, a citizen of the United States, residing at Saco, in the county of Valley and State of Montana, have invented a new and useful Improvement in Vehicle-Pole Hitching Devices, of which the following is a specification.

My invention relates to an improved method of securing a neck-yoke to a vehicle pole or tongue, whereby all danger of its becoming accidentally detached is obviated, thus preventing many serious accidents that generally occur when the neck-yoke works loose from the pole, caused by some breakage in harness or hitchings.

The improvement consists in the novel features hereinafter described and claimed and which are shown in the annexed drawings, in which—

Figure 1 is a perspective view of a part of a vehicle-pole and my improved pole-cap casting. Fig. 2 is a front view of a portion of a neck-yoke, showing my improved hitching-ring; and Fig. 3 shows my invention as it appears in operation, the dotted lines indicating longitudinal position of neck-yoke, when hitching-ring can be passed over the nose on hook of casting.

Referring by numerals to the drawings, 1 represents a portion of the outward end of a vehicle pole or tongue.

2 is a hollow casting or cap secured to the pole by rivets 6.

3 represents concave and vertically-inclined shoulders, one on each side of hook projection 4.

4 is a hook-like projection extending from the top end of casting 2 outward and downward, from the bottom upward, outward, and downward, being of a uniform width laterally and thickest vertically at its base and reduced near its nose, so that its neck will not interfere with the turning of elongated hitching-

ring 7 when same is in a horizontal position. The end of hook 4 projects to each side laterally, making a short horizontal bar 5 for its nose, which is adapted to engage and prevent elongated hitching-ring 7 of neck-yoke 8 from becoming detached while neck-yoke is in its horizontal position, as in use, and to permit neck-yoke to be removed only after it has been tipped forward horizontally and then turned longitudinally with the pole and elongated opening in hitching-ring 7 longitudinal with nose 5.

Elongated hitching-ring 7 faces to the front and is secured to neck-yoke 8 by eye-rivet 9, through which it passes freely, thus allowing the neck-yoke its necessary freedom in use.

To attach the neck-yoke, it first must be placed longitudinally with pole and ring 7 slipped over nose 5, then turned horizontally and raised to position.

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

The combination with a vehicle pole or tongue, secured at its forward end, a hollow casting or cap having at its forward end on each side vertically a concave inclined shoulder 3, and a hook-like projection between the shoulders extending outward and downward, laterally of uniform width, vertically thickest at base and with its end projecting laterally on each side forming a horizontal bar 5 for its nose adapted to engage and prevent elongated hitching-ring 7 of neck-yoke from becoming detached while in use; and in a neck-yoke an elongated hitching-ring 7 substantially as described and adapted for the purposes set forth.

WILLIAM D. MILLER.

Witnesses:

JOHNIE TAYLOR,
FRED ERICKSON.