

E. GRIMSHAW & W. F. OSGOOD.
Vehicle-Pole Tip.

No. 163,768.

Patented May 25, 1875.

FIG. I.

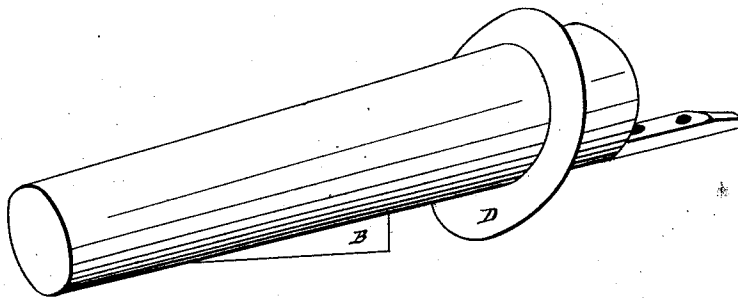
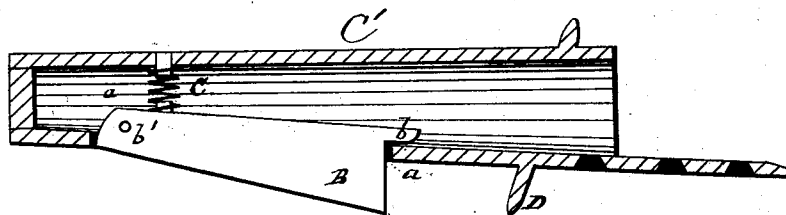


FIG. II.



WITNESSES.

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UNITED STATES PATENT OFFICE.

ELLWOOD GRIMSHAW AND WARREN F. OSGOOD, OF MINNEAPOLIS, MINN.

IMPROVEMENT IN VEHICLE-POLE TIPS.

Specification forming part of Letters Patent No. **163,768**, dated May 25, 1875; application filed January 23, 1875.

To all whom it may concern:

Be it known that we, ELLWOOD GRIMSHAW and WARREN F. OSGOOD, of Minneapolis, Minnesota, have invented a new and useful Improvement in Tongue-Tips, of which the following is a clear, full, and exact description, reference being had to the accompanying drawings making a part of this specification, in which—

Figure 1 is a perspective view of a tongue-tip with our improvement attached. Fig. 2 is a longitudinal section of the same.

Our invention relates to the tips of tongues attached to carriages and other light vehicles; and it consists in a catch so arranged as to prevent the neck-yoke from slipping off in case of the breaking of the harness or other accident.

In order to enable others skilled in the art to make and use our invention, we will proceed to describe the exact manner in which we have carried it out.

In the drawings we represent the tip of a carriage-tongue, having in the lower portion thereof a longitudinal slot. We fit the catch B, pivoted at *b'*, as shown in Fig. 2. Above the inner end of the catch, and within the slot *a*, we secure, by any convenient means, the spring C, so adjusted that by pressing on the lower portion of the catch it is brought to a position flush with the surface of the tip; but when relieved from pressure, the spring

will throw it down into the position shown in Fig. 1.

It is evident from this description of our invention that when the collar of the neck-yoke is passed over the tip of the tongue it will slide readily over the catch B, which yields to its passage, and allows it to enter the space between the catch B and the shoulder D, where it is securely held by the catch, which has been forced out by the spring C.

We are aware that the tongues of ox-wagons have been provided with catches working in slots, but in these cases the catches were not pivoted, but dropped by their own weight to catch the yoke-ring, no spring being used; but such a device would not serve for tips to poles of carriages and other light vehicles, and is not our invention.

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

The slotted metallic tip C', with the slanting annular stop D and rear fastening device, in combination with the catch B, with the stop *b*, and the spring C, held by a stud, substantially as set forth.

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Witnesses:

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