

A. MOREN.
POLE CAP FOR VEHICLES.
APPLICATION FILED DEC. 26, 1911.

1,043,057.

Patented Oct. 29, 1912.

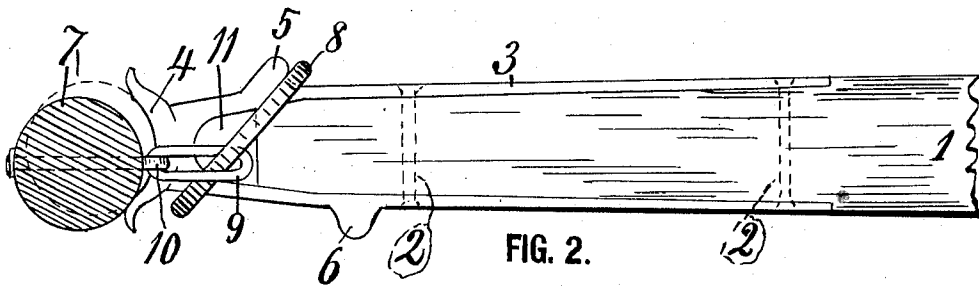


FIG. 2.

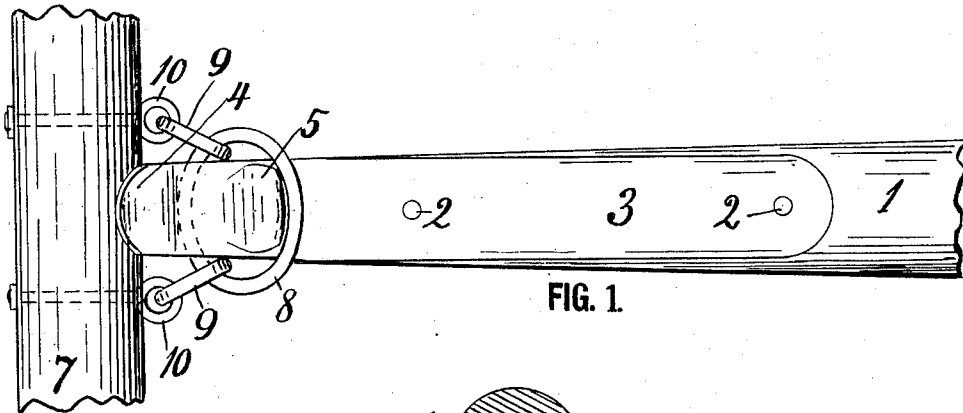


FIG. 1.

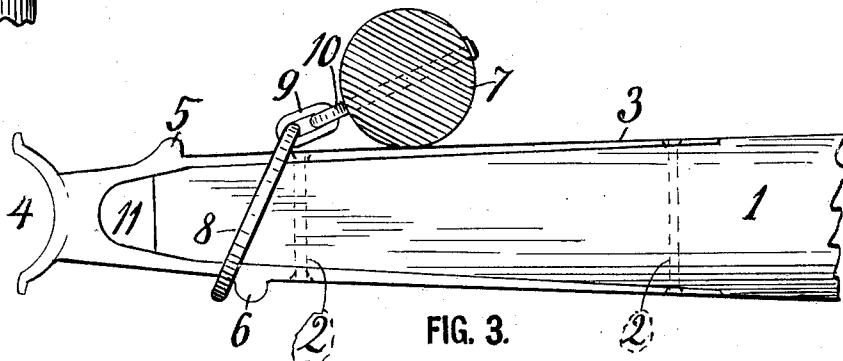


FIG. 3.

WITNESSES:

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UNITED STATES PATENT OFFICE.

AUGUST MOREN, OF NAPLES, SOUTH DAKOTA.

POLE-CAP FOR VEHICLES.

1,043,057.

Specification of Letters Patent.

Patented Oct. 29, 1912.

Application filed December 26, 1911. Serial No. 667,943.

To all whom it may concern:

Be it known that I, AUGUST MOREN, a subject of the King of Sweden, who have declared my intention to become a citizen of the United States, residing at Naples, in the county of Clark and State of South Dakota, have invented a new and useful Pole-Cap for Vehicles, of which the following is a specification.

My invention relates to draft appliances, and has special reference to the part known as the cap of tongues and poles of vehicles.

The object of the invention is to provide the pole of a vehicle with a cap of such construction that the reins of the harness can not get caught under the front end of the pole which usually projects forward of the neck-yoke. Such catching being not only annoying by bothering the driver to often go forward and loosen the reins from the pole, but it also has often resulted in dangerous and destructive run-aways started by the teams while the driver has been engaged in a trip from his seat on the vehicle to the front of the team, and back again to the seat.

In the accompanying drawing, Figure 1 is a top view of the front portion of a vehicle pole provided with my improved cap and a portion of a neck-yoke attached thereto. Fig. 2 is a side view of what is shown in Fig. 1. Fig. 3 is the same as Fig. 2, except that the neck-yoke is placed in the ordinary position as in devices of this class heretofore constructed and used.

Referring to the drawing by reference numerals, 1 designates the front portion of a wooden tongue or pole of a plow or of any kind of vehicle having a pole intended to go between two draft animals. Upon said pole is secured by rivets 2 a metallic pole cap 3, having a crutch-shaped front end 4, and rearward thereof an upward lug 5, and farther rearward a downward lug 6. The neck-yoke 7 is at the middle provided with a ring 8, which is secured thereto by links 9 and eye-bolts 10.

11 is the usual space or opening in the front end of the cap for hitching extra teams to the pole when extra power may be desirable or necessary.

In the application or use of the device, as shown in Figs. 1 and 2, the ring 8 is passed rearwardly first over one horn of the crutch and then over the other and by bringing it rearwardly until the neck-yoke

is in the position shown in dotted line in Fig. 2, the upper part of the ring is then slipped over the lug 5 and dropped down so as to engage the rear shoulder of the lug; said dropping of the ring permits the neck-yoke to sink to the position shown in full lines in Fig. 2, which gives the yoke some play but no chance to get away from the crutch. As long as the yoke is thus held in the crutch, even if with considerable play therein, it is obviously impossible for the reins of the horses (not shown) to catch under the front end of the pole, while if the neck-yoke is placed in the old way, shown in Fig. 3, the reins may readily catch under the long end of the pole projecting forward of the neck-yoke. During the use of the device the weight of the ring 8 keeps it at all times down back of the lug 5, as does also the weight of the yoke. Should the tugs break, the horses can not run away, as the neck yoke is attached to them in the usual manner, and the yoke can not get away from the pole, until human hands bring the yoke to the dotted position and then disengage the ring 8 and pass it forward over the lug 5 and over the horns of the crutch, first over one horn and then over the other.

If the ring of the yoke happens to be too large for properly engaging the lug 5 and holding the yoke in the crutch, the yoke may be placed in the position shown in Fig. 3 until the size of the ring can be reduced or a ring made for the pole cap can be secured; thus the lug 6 enables one to use temporarily an old style neck-yoke with the improved pole cap.

What I claim is:

1. The combination with the pole of a vehicle, of a cap secured on same and having a crutch-shaped front end, and rearward thereof an upward lug, a neck-yoke adapted to have its rear side loosely engaged in said crutch, two links secured to the neck-yoke, a ring secured in the links and adapted to encircle the pole cap and engage the rear side of the lug and hold the neck-yoke in said position.

2. The combination with the pole of a vehicle, of a cap secured thereon and having a crutch-shaped front end and rearward thereof an upward lug, and rearward thereof a downward lug, a neck-yoke having near its middle two links and a ring secured in the links, said ring being adapted to engage

the rear shoulder of the upward lug when
the yoke is in the crutch, and to engage the
front side of the downward lug when the
yoke is used upon the upper side of the cap,
5 whereby the same device is capable of being
used for neck yokes having rings of differ-
ent sizes.

In testimony whereof I affix my signature,
in presence of two witnesses.

AUGUST MOREN.

Witnesses:

A. M. CARLSEN,
A. E. CARLSEN.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents,
Washington, D. C."