

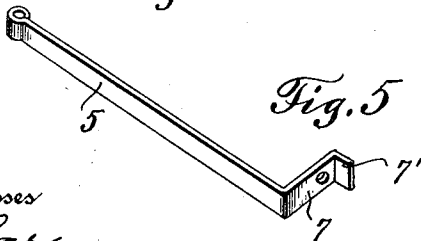
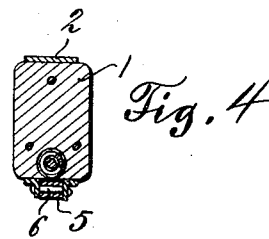
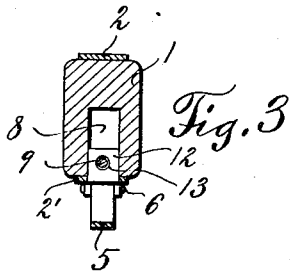
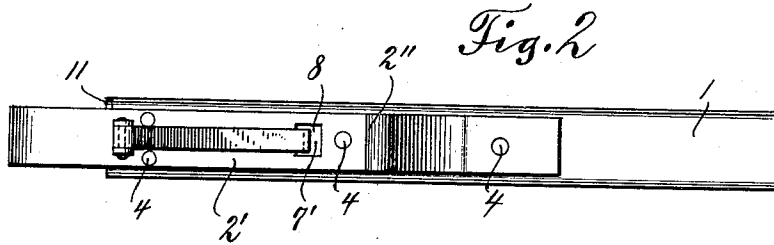
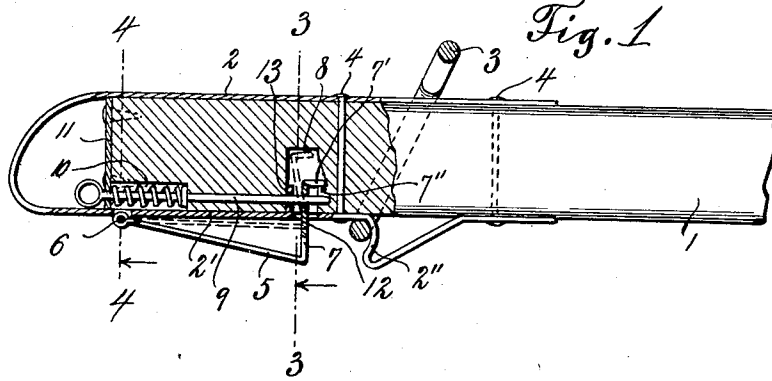
M. MARTINSON.

POLE TIP.

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1,007,470.

Patented Oct. 31, 1911.



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UNITED STATES PATENT OFFICE.

MARTIN MARTINSON, OF ENDERLIN, NORTH DAKOTA.

POLE-TIP.

1,007,470.

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To all whom it may concern:

Be it known that I, MARTIN MARTINSON, a citizen of the United States, residing at Enderlin, in the county of Ransom and State of North Dakota, have invented certain new and useful Improvements in Pole-Tips, of which the following is a specification.

This invention relates to improvements in vehicle tongues or pole tips, the object of which is to provide simple and efficient means whereby to attach a locking neck-yoke ring to the same, thereby preventing the vehicle tongue from dropping.

Another object is to so construct the connecting means that accidental unfastening will be practically eliminated.

With the above and other objects in view, this invention consists in the construction, combination, and arrangement of parts, all as hereinafter more fully described, claimed, and illustrated in the accompanying drawings, wherein—

Figure 1 is a side elevation of a wagon tongue provided with the present invention partly in section; Fig. 2 is a bottom view of the same; Fig. 3 is a sectional view taken on line 3—3 of Fig. 1; Fig. 4 is a sectional view taken on line 4—4 of Fig. 1; Fig. 5 is a detail perspective of the locking member. Throughout the following description and on the several figures of the drawings, similar parts are referred to by like reference characters.

Referring more particularly to the drawings, at 1 is indicated the outer end of a vehicle tongue which may be of any suitable type ordinarily used. The usual guard iron 2 extends along the top of the vehicle tongue and a suitable distance beyond the end of the same, thence downwardly and backwardly under the bottom of the vehicle tongue for a short distance to the point where the neck-yoke ring 3 is suitably located. At this point the under portion 2' of the guard iron 2 is bent downwardly and upwardly to form a bearing 2'' for the neck-yoke ring. The guard iron is held in place in any suitable manner, as by rivets 4.

A locking member 5 is pivoted to the guard iron, as at 6, near the front portion of the same and extends backward to a short distance from the bearing for the neck-yoke

ring where the former is bent upwardly as at 7, which portion is received in a recess or aperture 8 in the wagon tongue. The portion 7 of the locking member is provided with an aperture adapted to receive the spring plunger and the extreme end of the portion 7 is bent, as at 7', to form a stop limiting the downward movement of the locking member, said portion 7' engaging a shoulder 7'' in the wagon tongue.

Any suitable means whereby the locking member 5 will be held in operative position may be employed but, preferably, a spring plunger or pin 9 is used for this purpose, the same being suitably located in a recess 10 in the foremost portion of the wagon tongue and operating longitudinally in the same. For convenient operation of the spring plunger, the same has a finger piece which is located at the outer end of the tongue and housed by the guard iron 2 as illustrated which will prevent the spring plunger from being accidentally operated. A plate 11 is provided against which the resilient member operating the spring plunger is seated. In order to give a better bearing for the spring plunger near the point where the same engages the locking member, a lug 12 is provided, the same being punched out of the guard iron and provided with an opening 13.

In operation, the spring plunger 9 is pulled forwardly sufficiently to be disengaged from the locking member 5 and the latter is placed in a position illustrated in dotted lines in Fig. 1 so as to permit the neck-yoke ring 3 to pass over the same when connected with or disconnected from the wagon tongue. The locking member 5 being free on its pivot will then normally drop down and rest against the shoulder 7'' which will locate the locking member properly for the spring plunger to engage the same automatically.

Having thus fully described my invention, what is claimed as new is:—

A vehicle tongue provided with a recess, a spring actuated pin operable in said recess, a guard iron mounted on the tip of said tongue, a projection stamped from said guard iron and extending into said recess to form a bearing for said pin, a locking mem-

ber pivotally mounted on said guard iron
and projecting into said recess, said pin be-
ing adapted to engage said locking member,
and means formed in said recess adapted
5 to engage said locking member to positively
prevent the dislodgment thereof, as herein
described.

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

MARTIN MARTINSON.

Witnesses:

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