

No. 649,271.

Patented May 8, 1900.

F. L. CONANT.

TONGUE FASTENER FOR WAGONS OR SLEIGHS.

(Application filed Jan. 17, 1900.)

(No Model.)

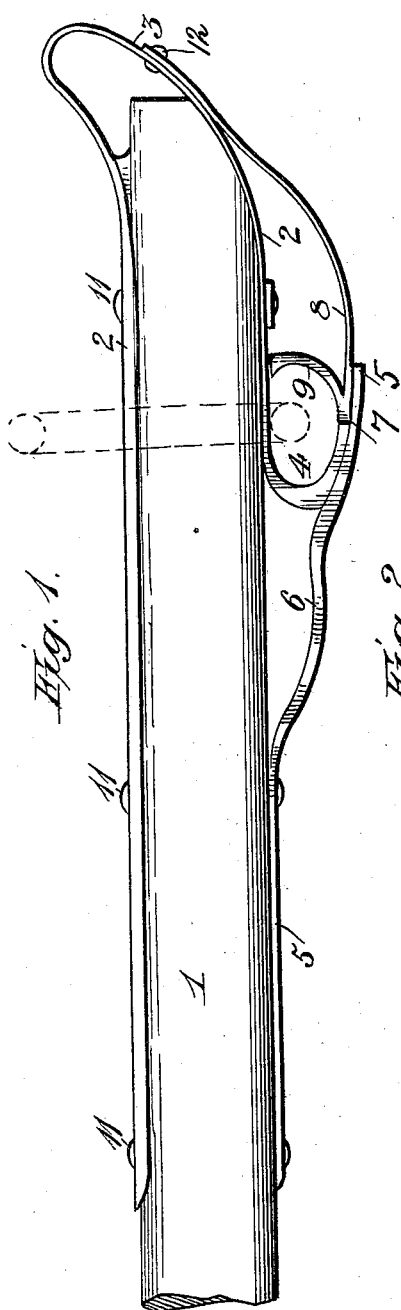


Fig. 1.

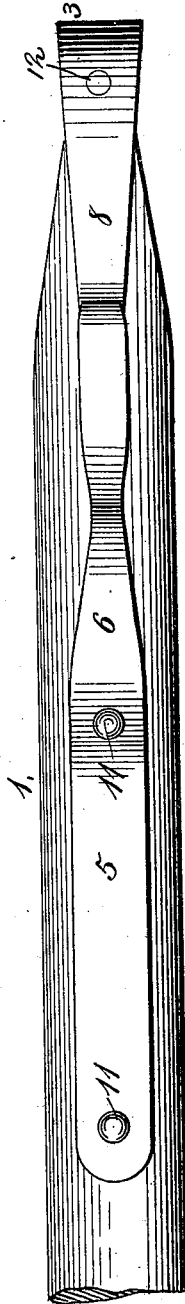


Fig. 2.

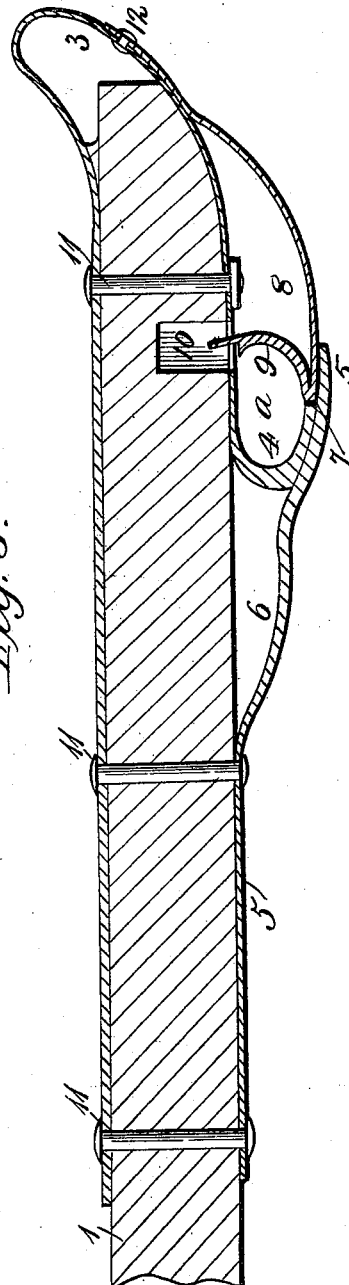


Fig. 3.

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# UNITED STATES PATENT OFFICE.

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TO JOHN OLSEN, OF SAME PLACE.

## TONGUE-FASTENER FOR WAGONS OR SLEIGHS.

SPECIFICATION forming part of Letters Patent No. 649,271, dated May 8, 1900.

Application filed January 17, 1900. Serial No. 1,788. (No model.)

*To all whom it may concern:*

Be it known that I, FREDERICK L. CONANT, a citizen of the United States, residing at Cadillac, in the county of Wexford and State of Michigan, have invented new and useful Improvements in Wagon or Sleigh Tongue Fasteners, of which the following is a specification.

My invention relates to tongues for wagons, sleighs, or other vehicles; and the objects of the same are to provide a tongue with simple and efficient means for connecting the neck-yoke ring thereto and to make the projecting end of the tongue of such shape that the lines or reins will not catch under it. I attain these objects by means of the construction shown in the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a side view of a vehicle tongue or pole made in accordance with my invention. Fig. 2 is a plan view of the same, showing the spring-connector for attaching the neck-yoke ring to the tongue. Fig. 3 is a longitudinal section through the connector and through the end of the tongue.

Like numerals of reference designate like parts in the different views.

The vehicle-tongue 1, which may be of the usual construction, has attached to its front end the guard iron or strap 2, which extends from a suitable point near the end of the tongue to the terminal end thereof and is then curved upward, as at 3, for a purpose which will be hereinafter described. The guard-iron 2 extends underneath the end of the tongue and is bent outward to form a semicircular bearing 4 for the neck-yoke ring. Secured to the under side of the tongue is a guard-plate 5, which extends upward away from the tongue at 6 and forward to overlap the bearing 4 and is welded thereto. The front end of the plate 5 projects beyond the

end of the bearing 4 to form a recess 7 for the end of a spring 8. This spring is secured near the end of the tongue and extends back into the recess 7 and is reversely bent to form a semicircular bearing 9 for the neck-yoke ring, said bearing 9 being similar to the bearing 4, and when taken together the two bearings form a circular recess *a* for the neck-yoke ring. The end of the bearing 9 is extended through an aperture 10 in the guard-iron 2 and in the tongue. This permits the spring 8 to be pressed down to admit the neck-yoke ring into the recess *a*. The bolts 11 securely hold the guard-irons in place on the tongue and the bolt 12 secures the spring 8 in position. The upwardly-curved end of the guard-iron 2 prevents the reins from catching under the end of the tongue, and the curvature in the spring 8 also assists in accomplishing this desirable result.

From the foregoing it will be seen that my device is simple in construction, will hold the neck-yoke ring in place in a reliable manner, and permit it to be readily detached whenever required.

Having thus fully described my invention, what I claim is—

A vehicle-tongue having its lower guard-iron bent to form a semicircular bearing for a neck-yoke ring, a spring secured to the tongue and having an extension projecting into an aperture in the vehicle-tongue, said extension being curved to form a bearing for the neck-yoke ring, and the upper guard-iron being curved upward beyond the end of the tongue, substantially as described.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

FREDERICK L. CONANT.

Witnesses:

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