

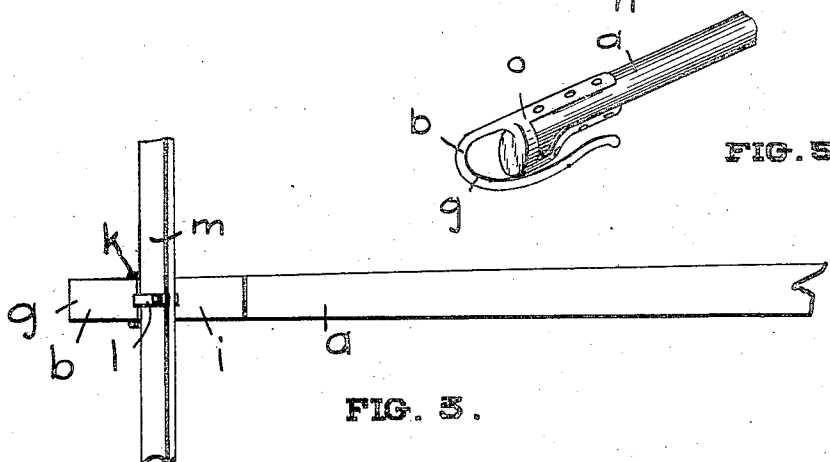
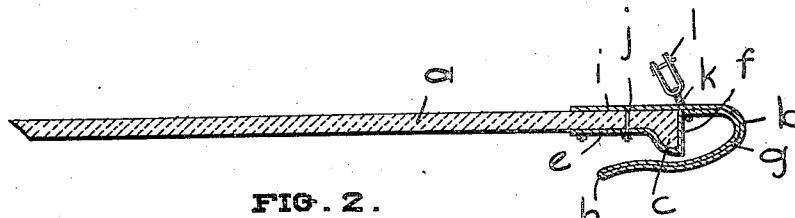
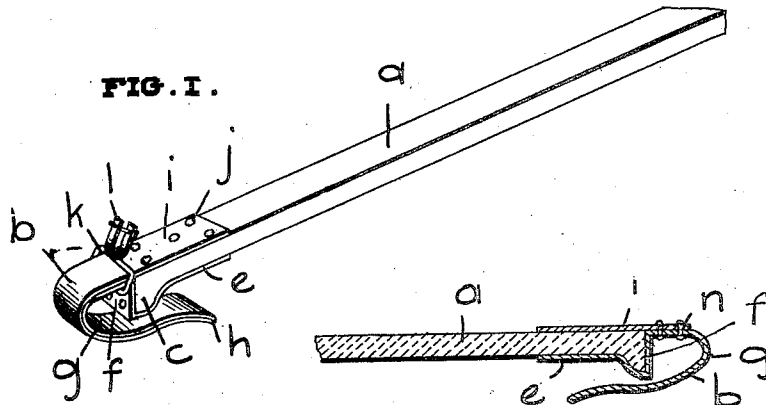
No. 852,571.

PATENTED MAY 7, 1907.

W. T. McCAULEY.

POLE TIP.

APPLICATION FILED NOV. 9, 1906.



WITNESSES

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WILLIAM TERRENCE McCAULEY, OF OSGOODE, ONTARIO, CANADA.

POLE-TIP.

No. 852,571.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, WILLIAM TERRENCE McCAULEY, of Osgoode, in the county of Russell, Province of Ontario, Canada, have invented certain new and useful Improvements in Tips for Vehicle-Poles, of which the following is a specification.

My invention relates to improvements in tips for vehicle poles and the objects of my invention are to provide an inexpensive form of tip which will prevent the neck yoke from becoming detached and the pole dropping should the traces become undone and the horses attempt to move forward and one of such a character that the reins will not tend to be caught thereon; and it consists essentially of a pole tip formed from a continuous piece of metal extending on the under side of the pole over the end of the pole, bent to form a hook on the under side of the pole and rebent back and secured to the top of the pole, the construction being more fully set forth in detail in the accompanying specifications and drawings.

Figure 1 is a perspective view of the pole tip. Fig. 2 is a longitudinal sectional view through the same. Fig. 3 is a top view. Fig. 4 is a sectional view through an alternative form. Fig. 5 is a perspective view of another alternative form.

In the drawings like letters of reference indicate corresponding parts in each figure.

a is the pole which may be of any suitable or desirable construction and *b* is my improved pole tip secured at the end thereof. The pole is provided near its end with a downwardly extending projection *c* for a purpose hereinafter explained.

In the form shown in Figs. 1, 2 and 3 the pole tip is formed from a continuous metal strap, a portion *e* of which is secured on the under side of the pole; then bent to abut the end of the pole at *f* as shown; then bent to form the hook *g* below the wagon pole and then rebent at *h* and secured to the top of the pole at *i*, the strap being held in position abutting the pole by suitable rivets *j*. The hook *g* formed on the under side of the pole is of such a character that only a small space

will be left between it and the bottom of the projection *c*.

In securing the neck yoke the ring *k* of the clevis *l* of the neck yoke *m* is inserted over the hook *g* and brought into the position shown in Fig. 1. The collars are then attached as usual.

It will be seen that a backward pull of the horses is transmitted to the pole through the ring *k* which abuts the end *f*. Should the traces become unfastened and the horses attempt to move forward the said ring will prevent the pole from falling and will cause the wagon to be moved forward, the ring in this case pulling on the end of the hook *g*. It is evident that in this manner when once hitched up it will be impossible for the neck yoke to become separated from the pole and thus if the horses move forward they must move the vehicle with them.

In the form shown in Fig. 4 in place of using the continuous strap the portion *i* is riveted at *n* to the lower portion.

In the form shown in Fig. 5 the whole tip is made in the form of a casting having a socket *o* which fits over the end of the pole.

It will be understood that while I have described with great particularity of detail one specific embodiment of my invention yet changes might be made therein within the scope of the appended claims without departing from the spirit of my invention.

What I claim as my invention is:—

1. An improved pole tip formed of a single piece of metal which extends along the bottom, top and across the end of the pole, and is formed with an outwardly projecting hook which extends forwardly, and is then rebent and extends below the pole, as and for the purpose specified.

2. An improved pole tip for vehicles comprising a continuous strap extending first along the under side of the pole; then bent across the end; then bent to form a hook on the under side of the pole and then rebent and secured to the top of the pole as and for the purpose specified.

3. In a device of the class described the combination with the wagon pole having a

downwardly extending projection on the end thereof of a tip therefor formed from a continuous metal strap extending first along the under side of the pole; then bent across the
5 end; then bent to form a hook along the under side of the pole and then rebent and secured to the top of the pole as and for the purpose specified.

Signed at Ottawa, in the county of Carleton, and Province of Ontario, this 3rd day of 10
November, 1906.

WILLIAM TERRENCE McCAULEY.

Witnesses:

RUSSEL S. SMART,
MAY LYON.