

(No Model.)

J. F. WRIGHT.
SHAFT TIP.

No. 505,742.

Patented Sept. 26, 1893.

Fig 1

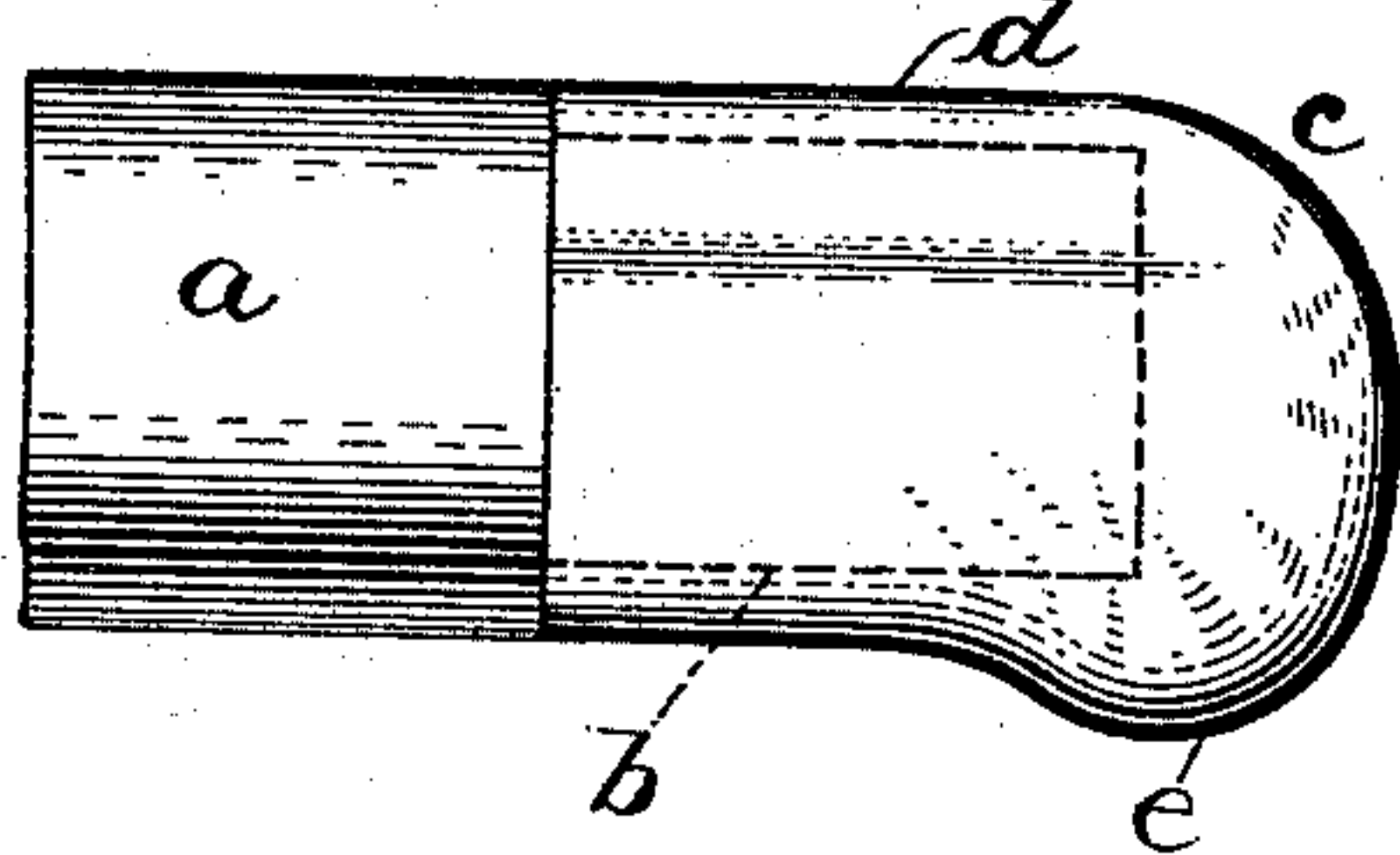
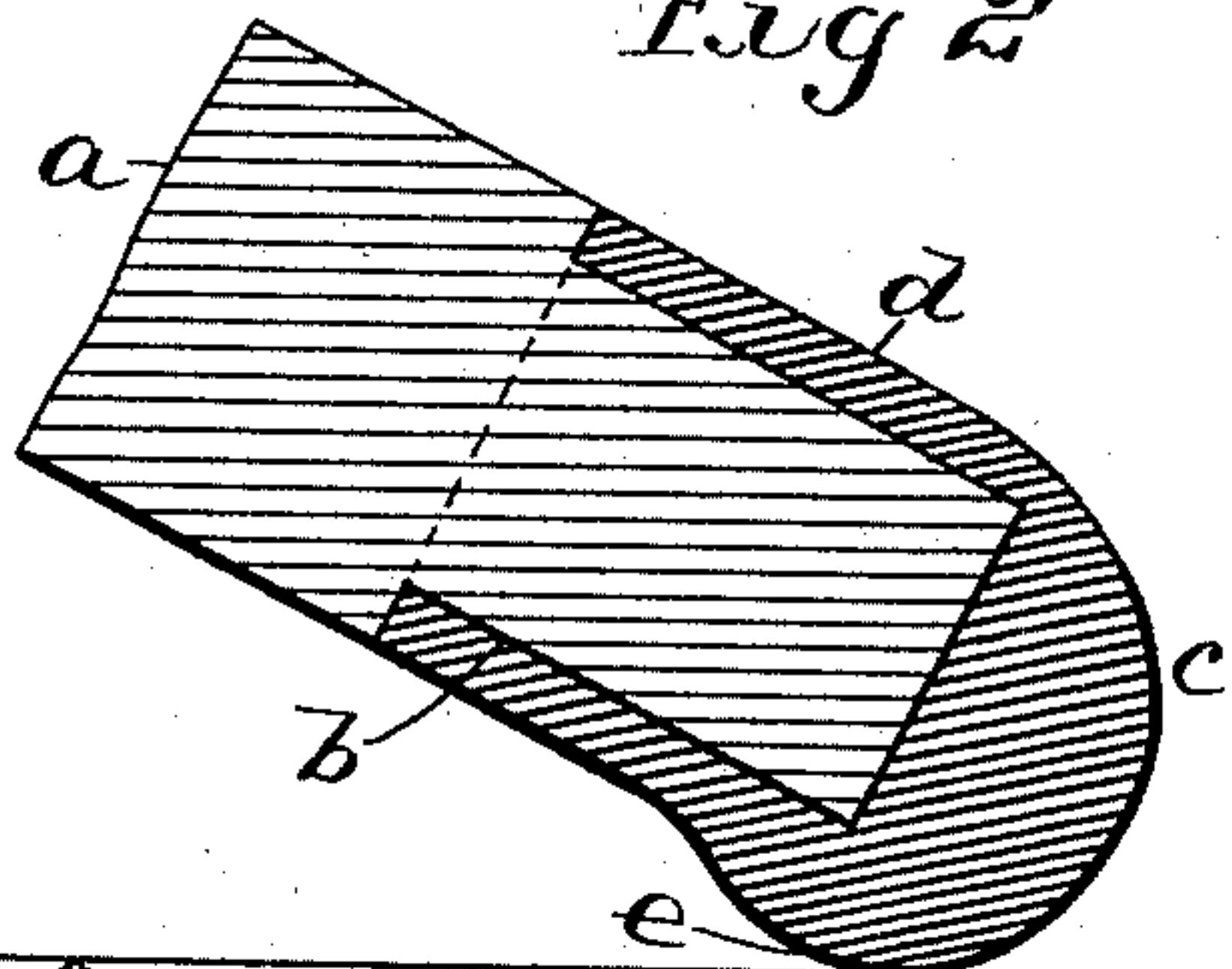
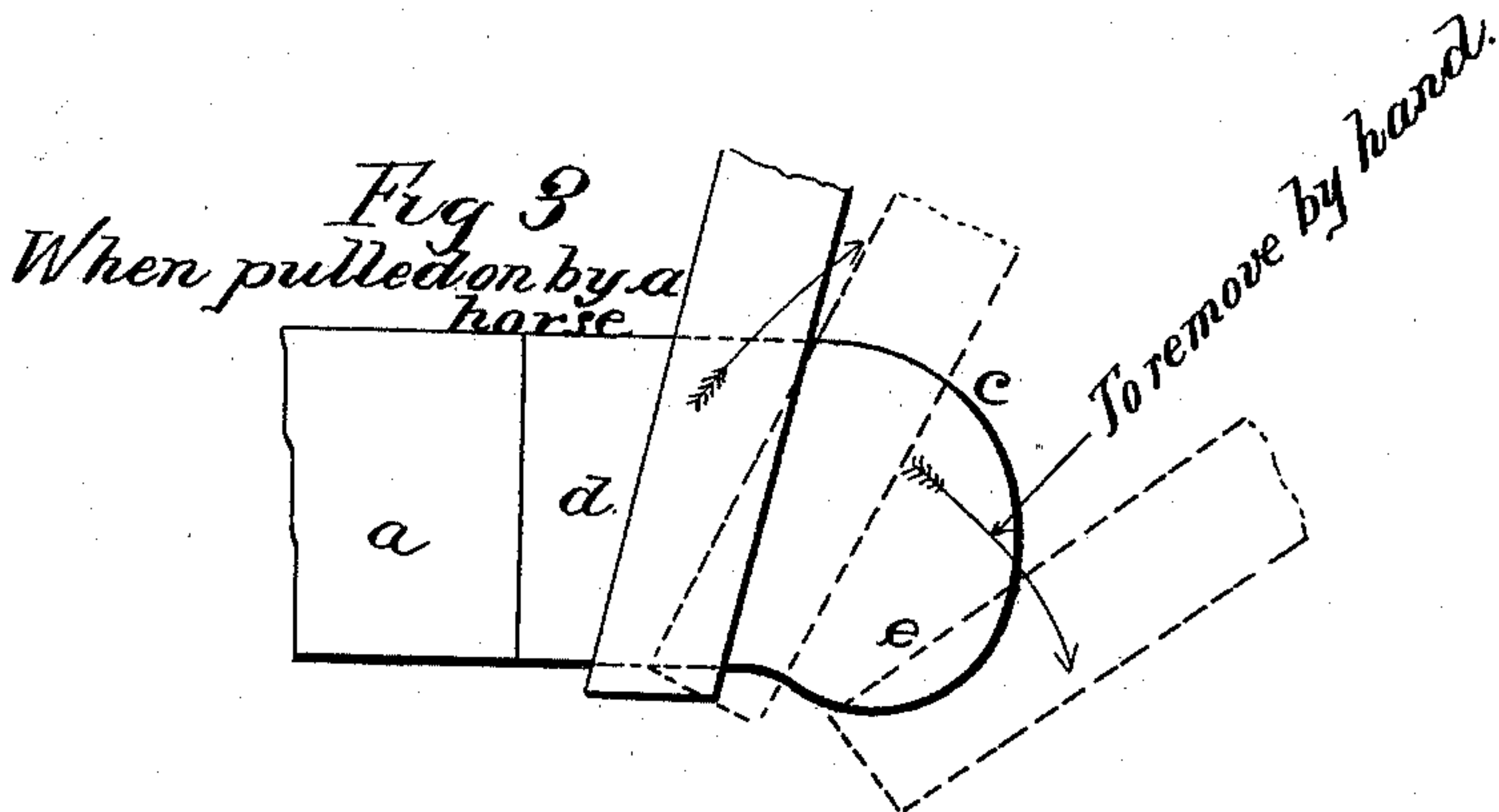


Fig 2



Surface upon which the shaft rests.

Fig 3



Witnesses
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UNITED STATES PATENT OFFICE.

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SHAFT-TIP.

SPECIFICATION forming part of Letters Patent No. 505,742, dated September 26, 1893.

Application filed March 28, 1893. Serial No. 468,011. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH F. WRIGHT, a citizen of the United States, residing at Colorado Springs, in the county of El Paso and State of Colorado, have invented certain new and useful Improvements in Shaft-Tips; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention has reference to a metallic tip for thills of carriages, and my object is to provide a more durable and desirable device than those heretofore known or used. For this purpose I employ a structure or form possessing the peculiar characteristics and features to be more fully described hereinafter and pointed out in the claim.

In the accompanying drawings: Figure 1 represents a side elevation of my complete device as applied to the end of a thill; Fig. 2 a longitudinal section through the same, showing its relation to the surface upon which it rests; Fig. 3 a view showing its relation to the shaft supporting loop.

The reference letter *a* indicates the free end of the thill or shaft to which my improvement is applied and which may be of any convenient or preferred form.

c is the tip which by preference is formed of cast steel and provided with a hollow shank or ferrule *d* in which the reduced end *b* of the shaft *a* is immovably secured by any suitable means. The wearing portion *e* of the tip *c* is shown more clearly by Fig. 2, and is formed by extending the tip downwardly and slightly outwardly from the under side of its forward end, thereby forming substantially a rounded knob or projection on the under side of the shaft's end or at that point where the shaft engages the ground when the carriage is not

being used. The principal function of this construction is two-fold, first, by forming the enlarged knob on the under side of the tip's end only, a wearing surface is presented which prevents the premature destruction of the tip and at the same time the forward end of the shaft is not unnecessarily weighted, which condition of affairs is well-known to be highly objectionable; second, by reason of the knob being arranged on the lower front end of the shaft, the shaft-supporting loop of the harness when once in position cannot pull off the shaft, when power is applied solely through the agency of the horse, but that the loop will have to be first swung forward to an angle of about forty-five degrees and then drawn off in a line of movement below the horizontal plane of the shaft. This is shown by Fig. 3.

I am well aware that shaft tips have been constructed prior to my invention with thickened front ends and of course I lay no claim to this construction broadly, my invention being confined to the integral enlargement when arranged on the forward and under side of the tip as hereinbefore explained.

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

A tip for vehicle shafts comprising a metallic cap adapted to be secured to the end of shaft and having its forward end formed with a thickened extension projecting downwardly and slightly outwardly the said thickened portion being adapted to engage the surface upon which the shaft rests and to serve as a wearing point therefor, substantially as described.

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

JOSEPH F. WRIGHT.

Witnesses:

CHAS. SPRAGUE.

W. H. WUBBEN.