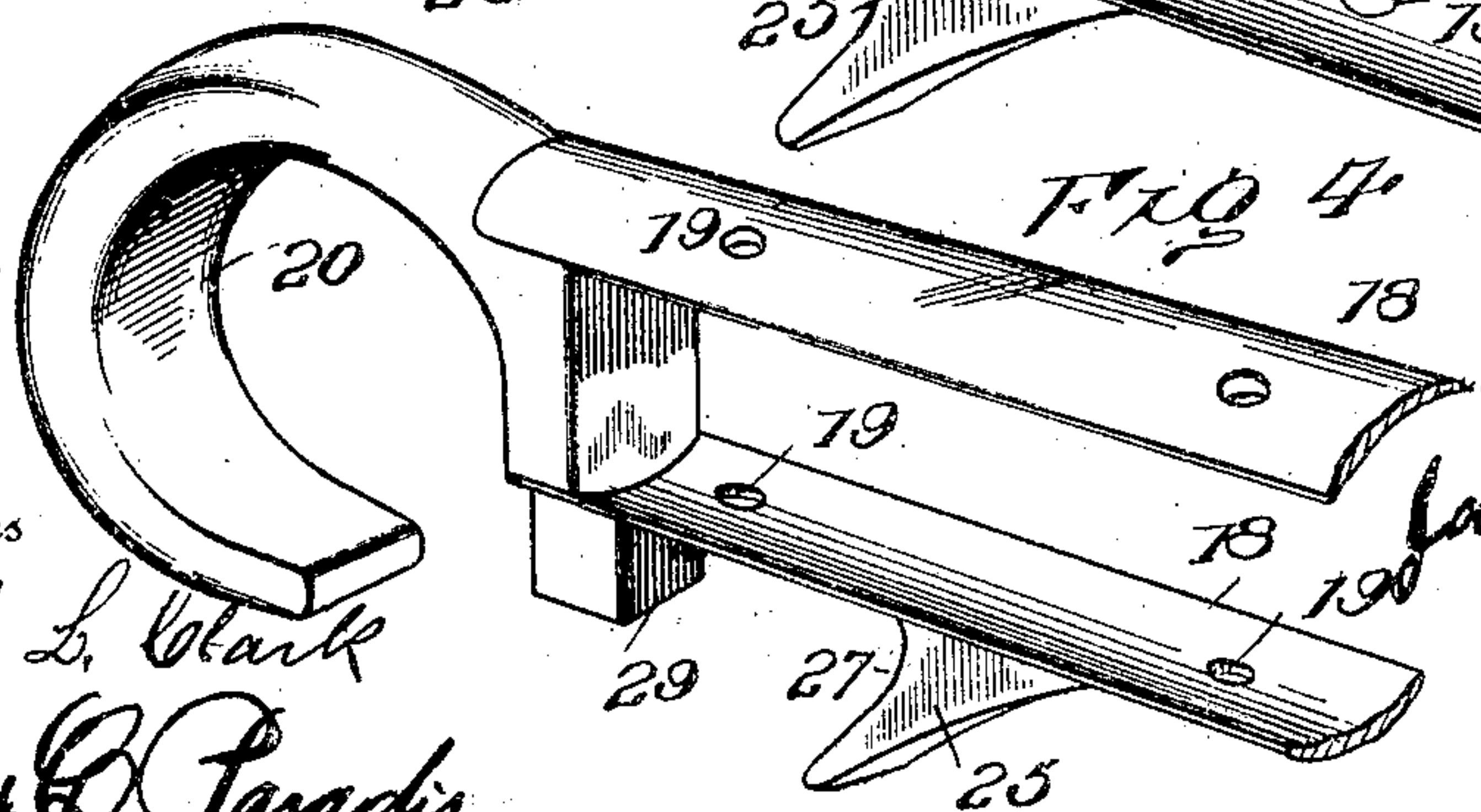
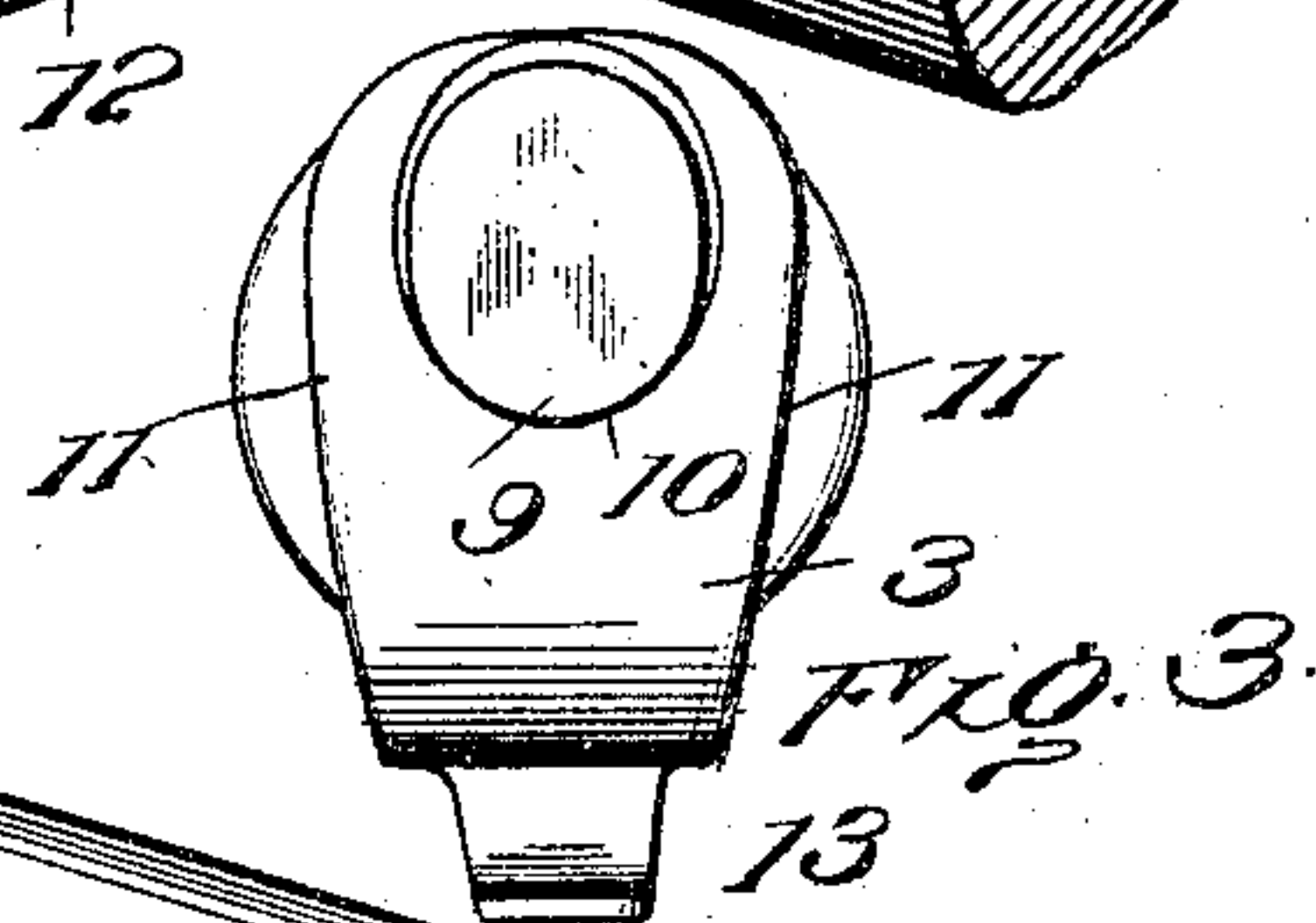
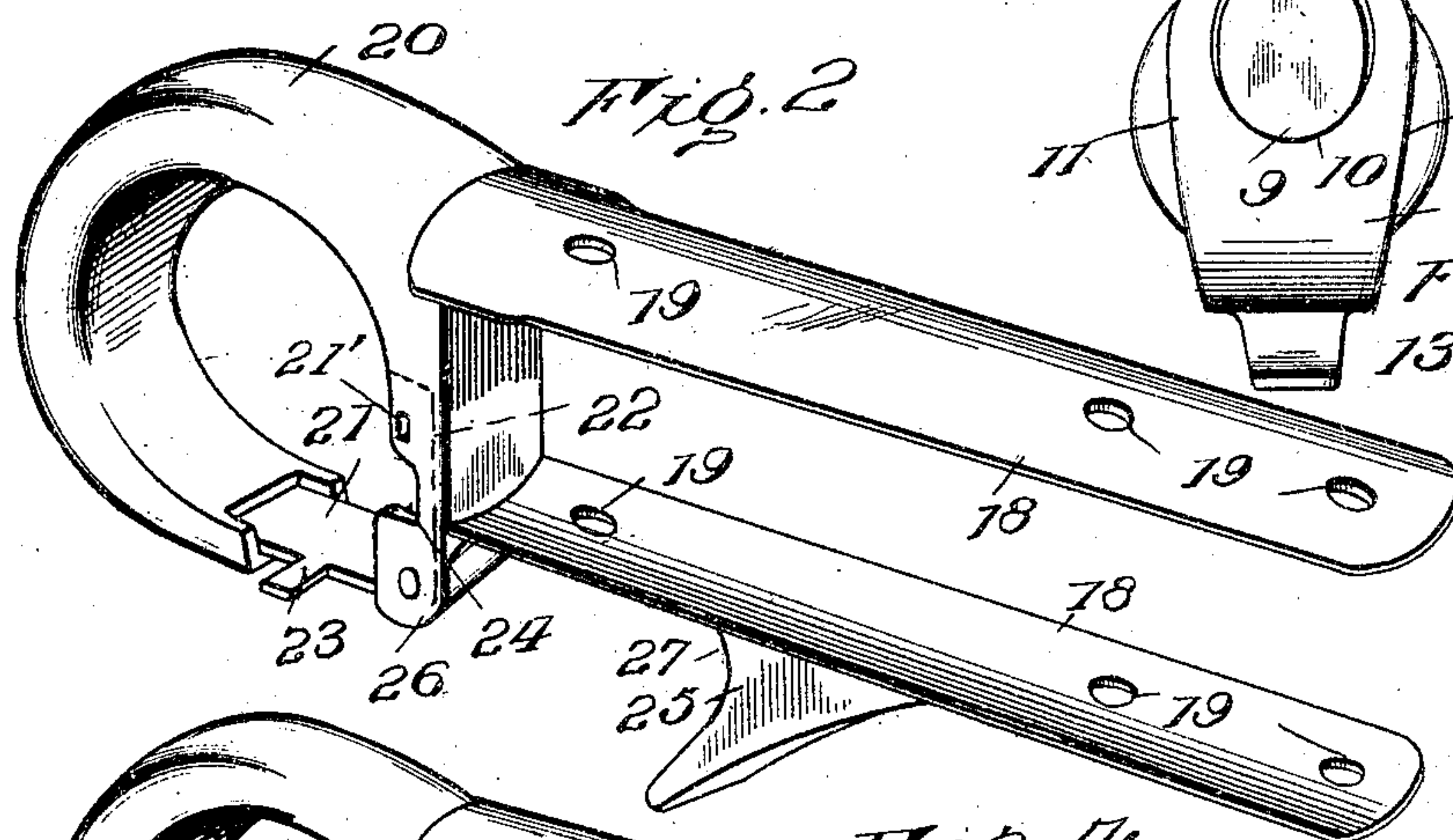
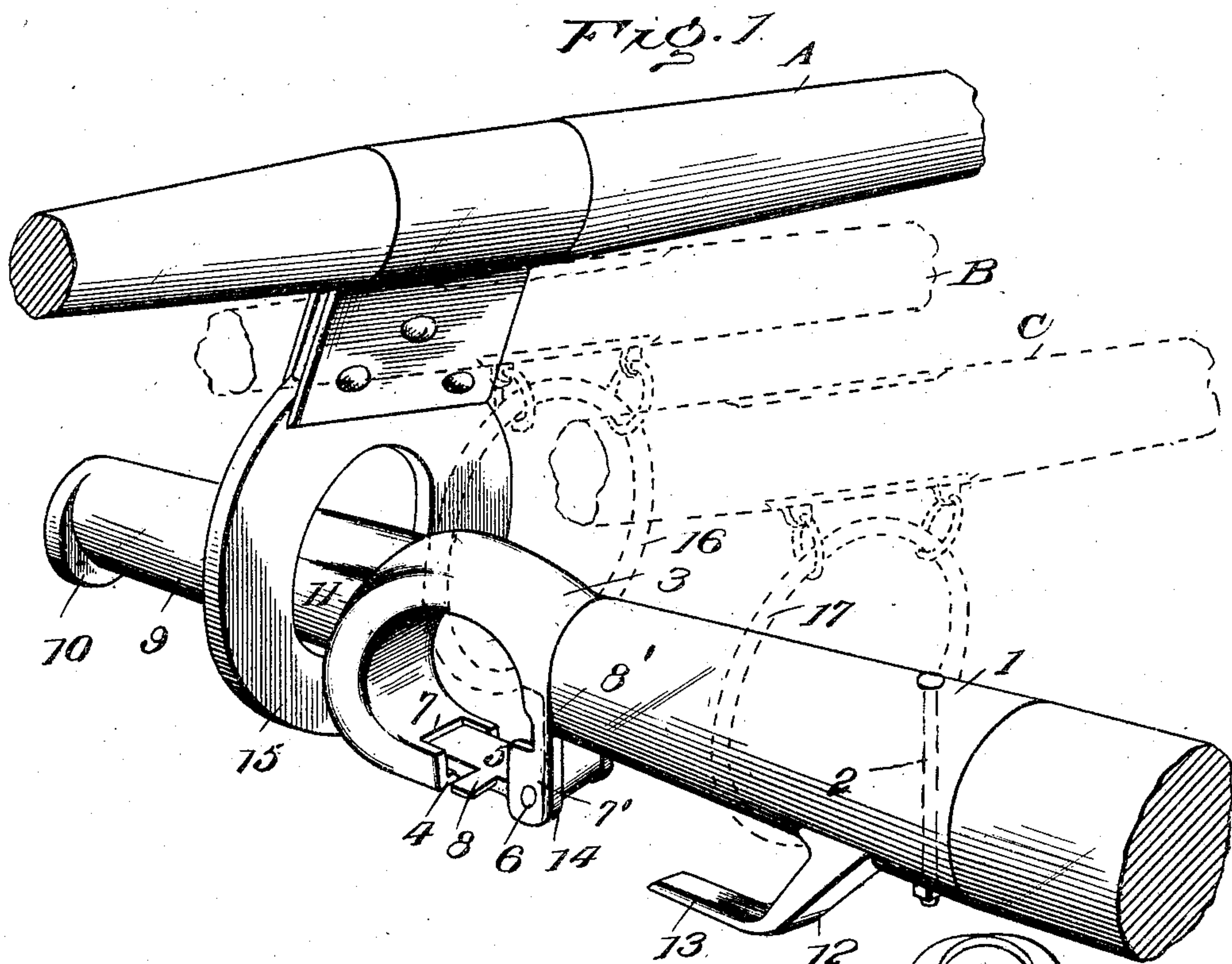


No. 789,682.

PATENTED MAY 9, 1905.

J. E. BENNETT.
VEHICLE POLE CAP.
APPLICATION FILED JAN. 6, 1905.



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VEHICLE-POLE CAP.

SPECIFICATION forming part of Letters Patent No. 789,682, dated May 9, 1905.

Application filed January 6, 1905. Serial No. 239,906.

To all whom it may concern:

Be it known that I, JAMES E. BENNETT, a citizen of the United States, residing at Momence, Kankakee county, State of Illinois, have invented certain new and useful Improvements in Vehicle-Pole Caps; and I do hereby 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.

This invention relates to an improvement in tips for vehicle-poles.

The main object of the invention is the production of a pole-tip arranged to accommodate neck-yokes of varying sizes.

The invention, broadly stated, consists in an improved pole-tip having a plurality of catches for the ring of the neck-yoke, whereby the tip is adapted to receive different-sized neck-yokes.

The invention will be described in detail in the following specification, reference being had therein to the accompanying drawings, in which—

Figure 1 is a perspective view of a pole-tip constructed in accordance with my invention, a neck-yoke being shown in one position in full lines and other yokes being shown in each of the remaining positions in dotted outline. Fig. 2 is a similar view of another form of pole-tip. Fig. 3 is an end view of the pole-tip shown in Fig. 1. Fig. 4 is a perspective view of a modified form of pole-tip.

Referring to the drawings, it will be noted that in the preferred form my pole-tip comprises a tubular body portion 1, tapered longitudinally to receive the end of the pole, openings therein being designed to accommodate suitable fastening means, such as bolts 2, whereby the tip is fixed to the end of the pole.

Projecting from the forward end of the tubular body 1 is a loop 3, open at bottom, as at 4. The opening is normally closed by a gravity-latch 5, pivoted at 6 in the rear wall of the loop, the forward edge of the latch seating in a recess 7, formed in the forward edge wall of the opening 4. The recess 7 is of a size to snugly receive the forward edge of the gravity-latch, so that when the latch is closed its upper surface is in a plane with

the interior surface of the loop. A lateral projection 8, fixed to the gravity-latch, serves as an operating-handle for the latch. The rear wall of the loop is recessed at 7' to wholly receive the latch when elevated, one wall of this recess being cut out, as at 8', to receive the projection 8.

A spur projection 9 projects from the loop 3, preferably in alinement with the loop and body portion 1. At the forward end the metal of this projection is offset to provide a forward stop 10. The diameter of the rear end of the projection 9 is somewhat less than the width of the loop-ring 3, whereby to provide shoulders 11 on each side of the projection 9 at the junction of the latter with the loop. It will be noted that the width of the loop-ring is just equal to the diameter of the body portion at the forward end of said body portion, so as to present an unbroken surface at the junction of said body portion and loop.

The body portion on its lower side is provided with a hook-shaped stop 12, the engaging member 13 of which extends practically parallel with the body portion, but spaced therefrom. The rear wall of the loop-ring 3 extends below the body portion 1, as at 14, whereby the parts 14 and 12 provide a front and rear stop for the ring of a neck-yoke.

From the construction described it will be noted that I have provided a single pole-tip having three distinct stops for the ring of a neck-yoke and that these stops are differently positioned lengthwise the tip, whereby the yoke may be supported at varying distances from the vehicle-body. Furthermore, the stops are arranged to accommodate different-sized neck-yokes, it being understood that one size, A, will encircle the spur projection 9 and bear against the shoulders 11 of the ring-loop 3, while a ring of a second yoke, B, somewhat larger than the ring of the first-mentioned loop, is adapted for insertion in the ring-loop 3, the gravity-latch being suitably operated to permit entrance of the yoke-ring. A ring of a still larger yoke C is adapted to pass beyond the ring-loop and to encircle the body portion 1 intermediate the stops 12 and 14, bearing against the former, of course, in operation.

In Fig. 1 I have shown the neck-yoke A,

the ring 15 of which is of a size to encircle the spur projection 9 and bear against the shoulders 11, while in the same figure the rings 16 and 17 of the neck-yokes B and C are shown in dotted outline as of a size to be received within and held by the loop 3 and body portion 1, respectively.

In the modification illustrated in Fig. 2 the pole-tip is provided with rearwardly-projecting tangs 18, concave on contiguous faces and preferably plane on the upper and lower faces to encircle the forward end of the vehicle-pole, which tangs are formed with suitable openings 19 for securing bolts or the like. The pole-tip of this modification is provided at its forward end with a ring-loop 20, open at the bottom, which opening is closed by a gravity-latch 21, the construction and arrangement of parts of this loop being identical with loop 3 in the preferred form, the latch being received in a recess 22 when opened, with its handle projection 23 seating in a vertical notch 24 in one wall of the recess. The walls of the recess 22 are provided with keyholes 21' to receive a key to hold the latch elevated when desired. The lower tang 18 is provided at its lower side with a curved stop 25 and forward of said stop with a depending projection 26, the forward wall of stop 25 being curved, as at 27, for the convenient reception of the ring of the neck-yoke. By preference the rear wall of loop 20 projects below the tang 18 to provide the forward stop 26. In this modification I have provided a tip adapted to receive but two varying-sized necks.

Fig. 4 shows another form of pole-tip, preferably constructed exactly similar to that shown in Fig. 2, with the exception that the latch is omitted and the forward stop 29 of the body portion or tangs 18 being a separate piece secured to the lower side of the tang.

In both the constructions described it will be noted that a single tip is provided and adapted for the reception of a plurality of different-sized neck-yokes and that various changes can be resorted to without departing from the spirit and scope of my invention.

What I claim is—

1. A pole-tip comprising a body portion, said body being provided with a plurality of differently formed and arranged neck-yoke-ring stops.

2. A pole-tip having a plurality of ring-stops arranged lengthwise the tip, and comprising a loop-ring whereby to accommodate rings of different-sized neck-yokes.

3. A pole-tip comprising a body portion, a

ring-stop formed on the body portion, a loop at the forward end of the body portion and adapted to receive the ring of a neck-yoke, and a spur projecting forwardly from said loop, said spur being adapted to receive a neck-yoke ring.

4. A pole-tip comprising a body portion to receive the end of the vehicle-pole, a loop at the forward end of said body portion, and a spur projecting from the forward portion of said loop, the loop being of greater width than the diameter of said spur at the junction of said parts, whereby to provide a ring-stop for said projection.

5. A pole-tip comprising a body portion, a stop formed thereon, a loop secured to the forward end of the body portion, said loop being open at its bottom, a gravity-latch for said opening, and a spur of less diameter than the width of the loop-wall secured to the forward part of said loop-wall.

6. A pole-tip comprising a body provided with a loop-ring having a rear portion forming a stop, and a spur projecting forwardly from said ring and having a front stop, the front portion of said ring forming a stop for a neck-yoke ring on said spur, said body provided with a stop in rear of said rear stop portion of the ring.

7. A vehicle-pole tip comprising a loop-ring, and provided with a depending stop in rear of said ring and separated therefrom, substantially as described.

8. A vehicle-pole tip having a reduced portion at its front end to receive a small neck-yoke ring, and having enlarged stop-shoulders in rear of said reduced portion, and a neck-yoke-receiving recess in rear of said shoulders to receive a larger neck-yoke ring, said recess having a bottom opening, substantially as described.

9. A vehicle-pole tip having a loop-ring with a bottom opening, and a curved depending stop projection in rear of said ring and separated therefrom, substantially as described.

10. A pole-tip having a loop-ring rigid with the body of the tip and depending below the body to form stop-shoulders, and a stop-shoulder in rear of said ring, substantially as described.

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

JAMES E. BENNETT.

Witnesses:

JOSEPH L. CLARK,
B. F. GRAY.