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VEHICLE POLE TIP

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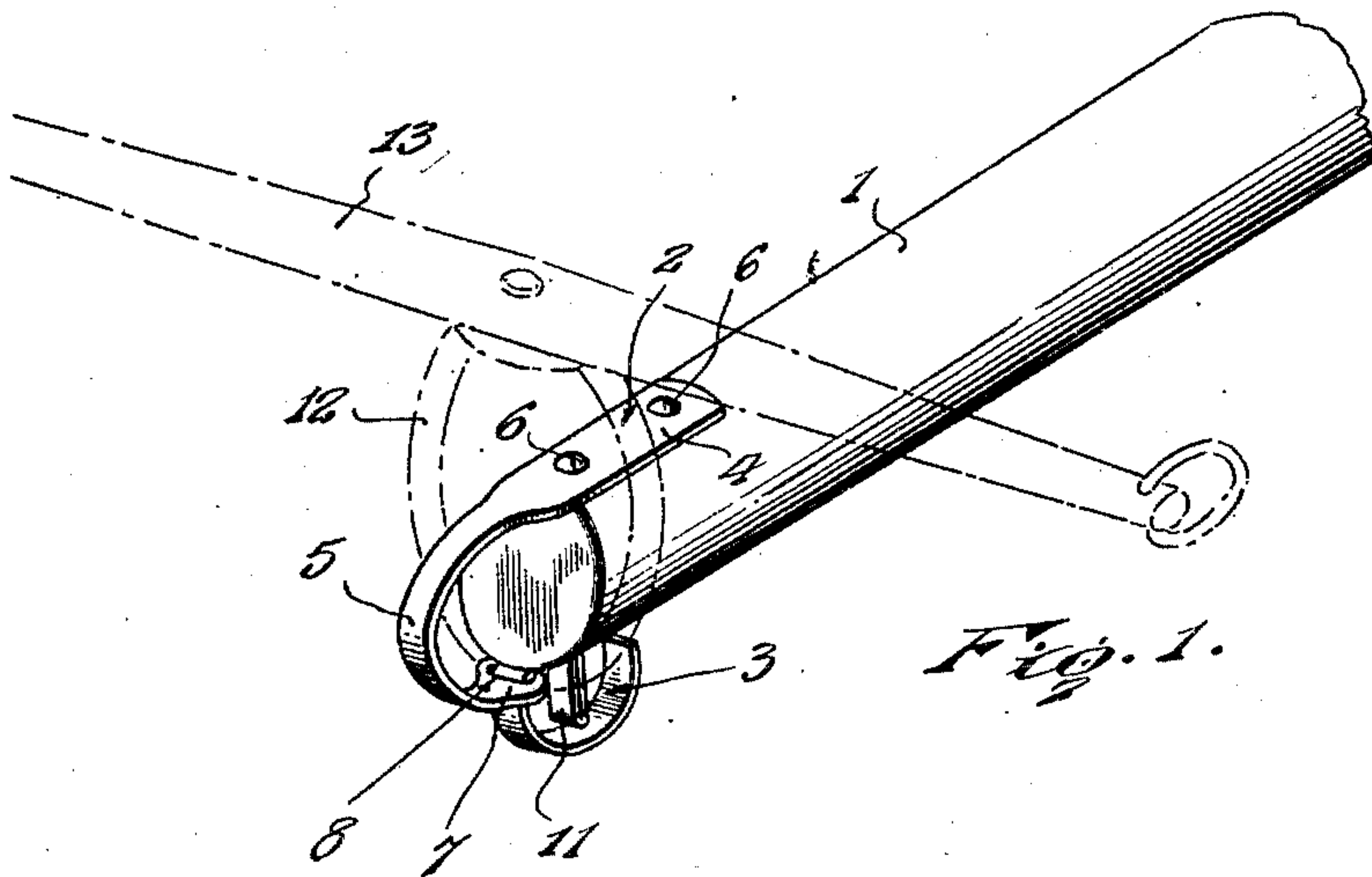


Fig. 1.

Fig. 2.

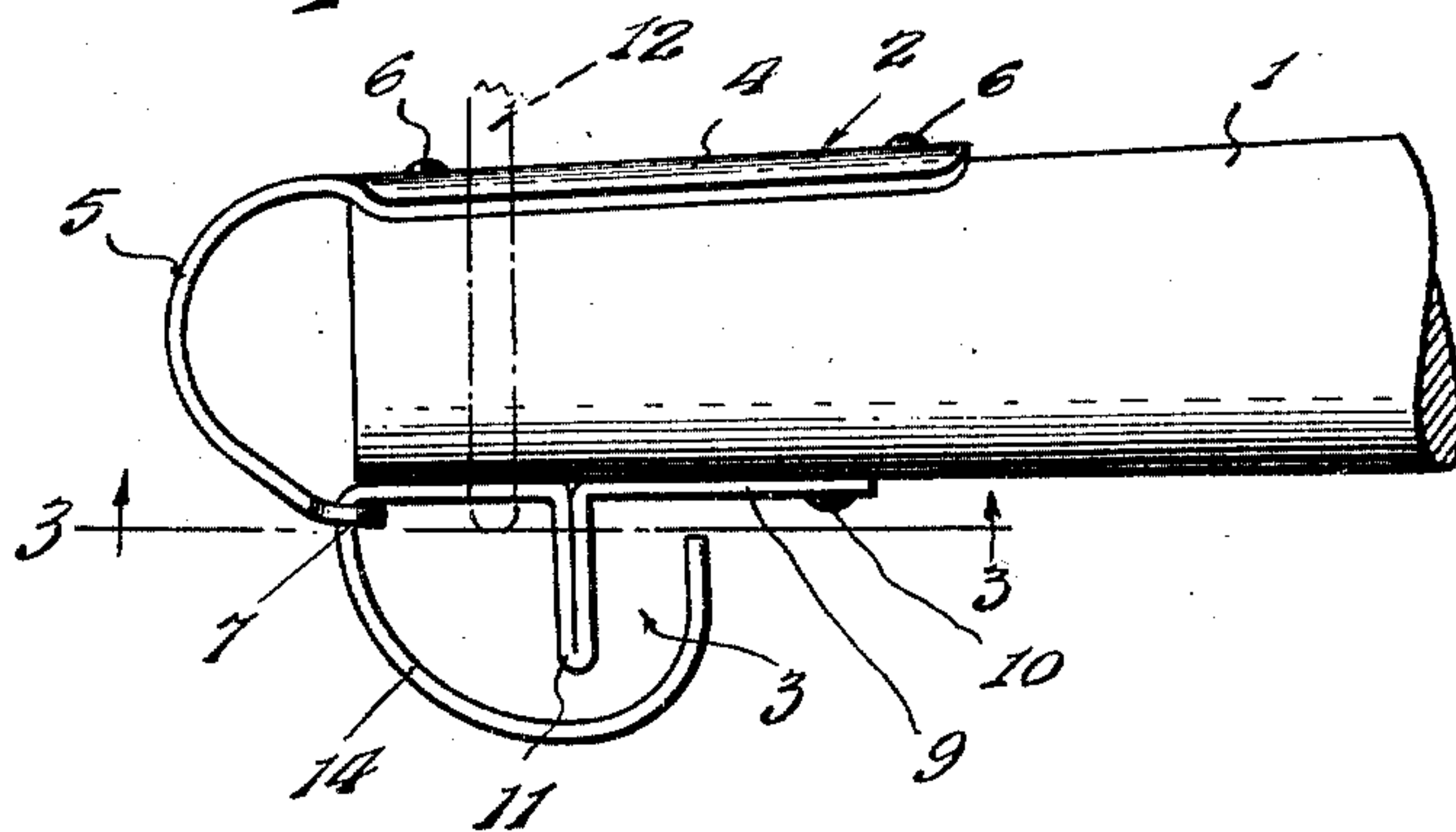
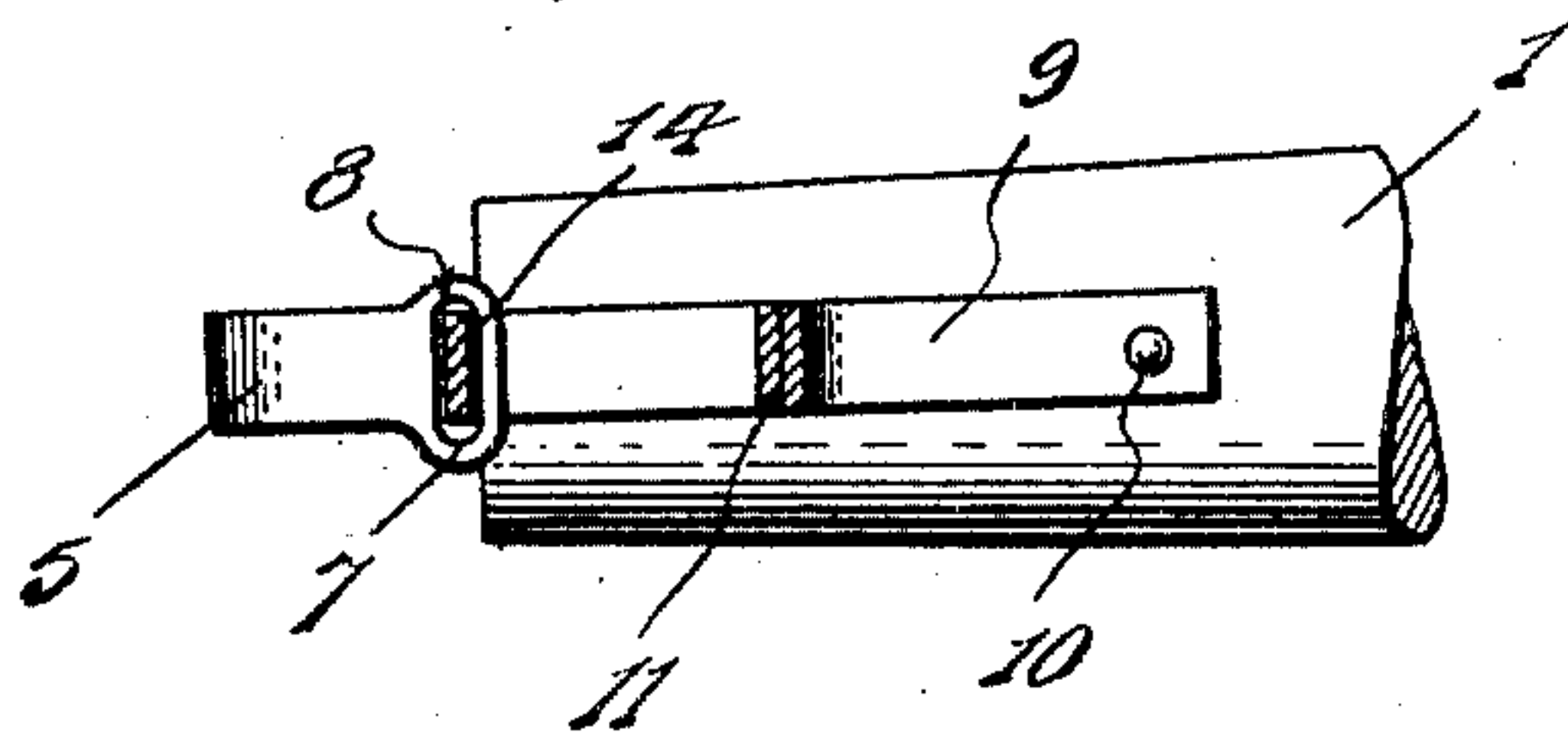


Fig. 3.



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VEHICLE POLE TIP.

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This invention relates to vehicle poles and more particularly to a tip or cap mounted upon the free forward end of the pole for engagement by an attaching ring carried by a hold-back yoke.

One object of the invention is to provide a tip consisting of companion upper and lower sections adapted to be secured against upper and lower surfaces of the pole and so united to each other that they may be applied to poles of various diameters.

Another object of the invention is to so connect the lower section of the tip with its companion upper section that the upper section may serve to prevent transverse movement of the lower section relative to the pole and thereby constitute a brace to retain the lower section in proper position upon the pole.

Another object of the invention is to permit the two sections of the tip to be formed from strips of metal suitably bent and thereby provide a tip which will be of a strong construction but at the same time cheap to produce.

The invention is illustrated in the accompanying drawing, wherein

Figure 1 is a perspective view of a pole having the improved tip applied thereto, a yoke to be engaged with the pole being indicated by dotted lines;

Fig. 2 is a view showing the pole and improved tip in side elevation, and

Fig. 3 is a sectional view taken on the line 3—3 of Fig. 2.

The improved tip is to be applied to a vehicle pole 1 of the conventional construction and includes companion upper and lower members 2 and 3 which are applied to the forward free end portion of the pole 1 and secured against upper and lower surfaces thereof. Each of the members consists of a strip of strong sheet metal bent to assume the desired shape and, therefore, the tip can be very cheaply produced.

The strip of sheet metal from which the upper member is formed is reduced in width in spaced relation to its rear end thereby providing an attaching shank or base 4 having a bill or neck 5 projecting therefrom. The base 4 is curved transversely to conform to the contour of the vehicle pole and is secured against the upper surface of the pole by fasteners 6 which are preferably screws passed through openings in the base and into the pole but it will be obvious that other

fasteners of a suitable nature may be substituted for the screws specifically mentioned. The neck or bill 5 curves downwardly and rearwardly in front of the pole and terminates in a widened head 7 having a transversely extending slot or eye 8 formed therein, as shown in Figs. 1 and 3. It should be noted that the head 7 extends slightly beneath the pole so that it will be prevented from moving upwardly and working the screws or fasteners 6 loose if the pole is released and allowed to drop and the curved bill strikes the ground.

The lower member 3 which is also formed from a strip of sheet metal is bent to form a shank 9 having an opening formed adjacent its rear end through which a fastener 10 is passed to secure the shank against the under face of the pole and this shank is crimped intermediate its length to provide a depending tongue or arm 11 which is of double thickness, as shown in Fig. 2, and, therefore, will not be liable to be easily bent or broken by pressure exerted when the attaching ring 12 of the yoke 13 is engaged with the arm. The forward end portion of the strip is bent to form a bill 14 which curves downwardly and rearwardly beneath the arm 11 and has a free rear end portion which extends upwardly to the rear of the arm 11 and terminates in spaced relation to the shank. The bill or guard 14 passes through the eye 8 and, therefore, the forward portion of the shank will be held in close contacting engagement with the under face of the pole and the lower member will be prevented from having transverse movement out of its proper position relative to the pole.

When the bill is to be applied to a wagon pole, the guard 14 is threaded through the eye 8 and the two sections are then engaged with the upper and lower surfaces of the pole and their shanks 4 and 9 are secured thereto by the fasteners 6 and 10. Since the guard is slidably passed through the eye 8, the two members may have movement toward and away from each other but they are firmly secured to the pole and, therefore, they may accommodate themselves to the thickness or diameter of the pole. If the pole is thicker than illustrated, the bill or arm 5 may be bent downwardly or it may be merely sprung into place by its resiliency. If the diameter of the pole is less than shown in the drawing, the bill may be bent upwardly or it may be allowed to retain its

original shape in which case the head 7 will be disposed further down upon the curved guard. When the neck yoke ring 12 is engaged with the pole, it is first moved rearwardly thereon beyond the rear end of the guard and then moved forwardly so that it passes between the shank 9 and free end of the guard and then through the guard to a position in front of the depending arm or tongue 11, as shown in Figs. 1 and 2. It will then be in position to bear against the depending arm so that a team of horses may hold back and prevent a vehicle from moving forwardly.

Having thus described the invention, I claim:

1. A vehicle pole tip comprising companion upper and lower members adapted to be secured against upper and lower faces of a pole, said members extending longitudinally of the pole and the upper member having its forward portion extending outwardly and downwardly therefrom and provided with an eye at its lower end disposed at the end of the pole, the lower member

having a depending arm intermediate its length and at its forward end provided with a guard extending downwardly through the eye and rearwardly below said arm and upwardly to the rear of the arm and having its rear end free.

2. A vehicle pole tip comprising companion upper and lower members adapted to be secured against upper and lower faces of a pole, said members consisting of separate strips extending longitudinally of the pole, the upper strip having its forward portion projecting forwardly from the pole and downwardly and at its lower end provided with an eye at the outer end of the pole, the lower strip being doubled intermediate its length to form a depending arm and having its forward portion bent to form a guard extending downwardly through the eye and rearwardly below the arm with its free end portion extending upwardly in spaced relation to the arm.

In testimony whereof I affix my signature.

NELS J. SODERSTROM. [L. s.]