

No. 819,807.

PATENTED MAY 8, 1906.

T. ROWE.  
POLE TIP.

APPLICATION FILED APR. 18, 1905.

Fig. 1.

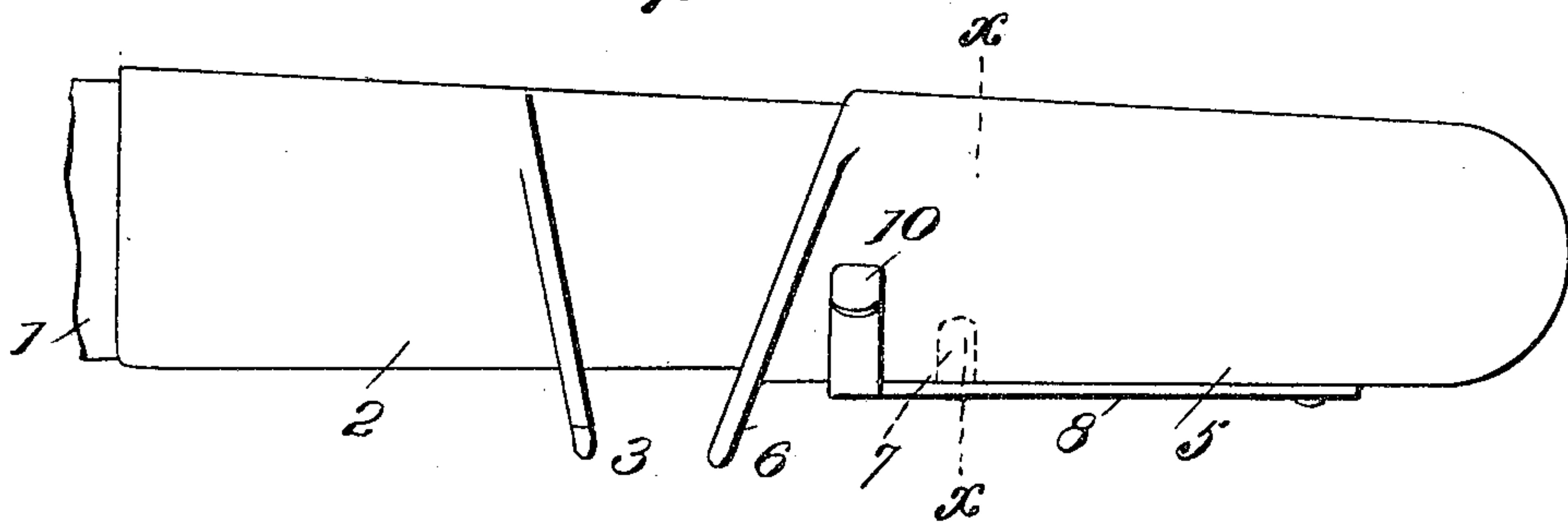


Fig. 2.

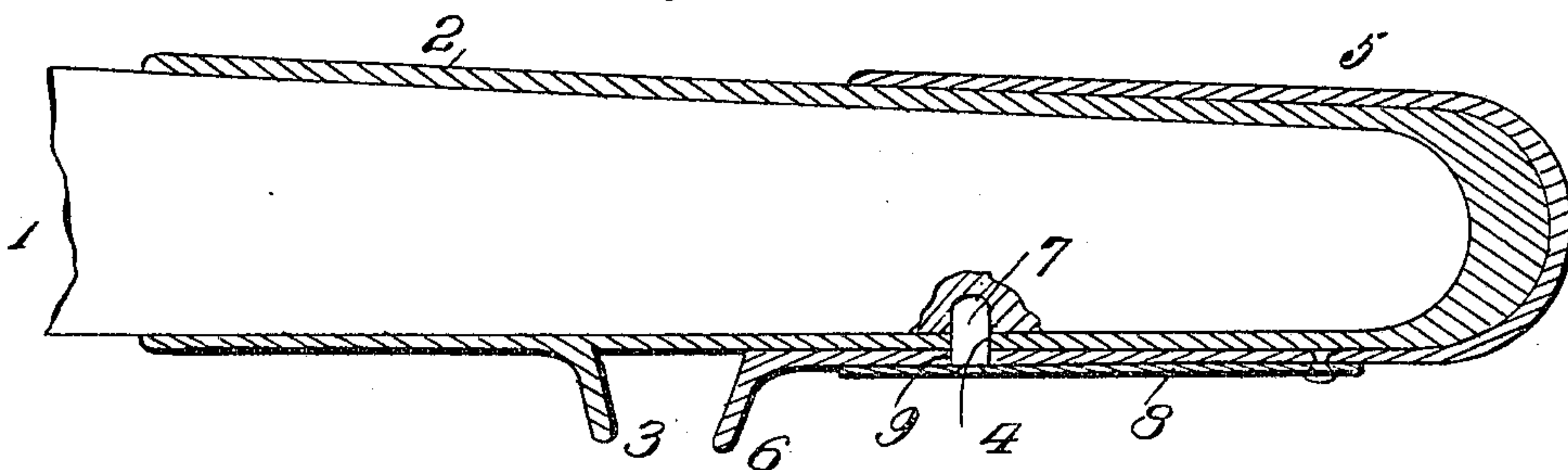


Fig. 3.

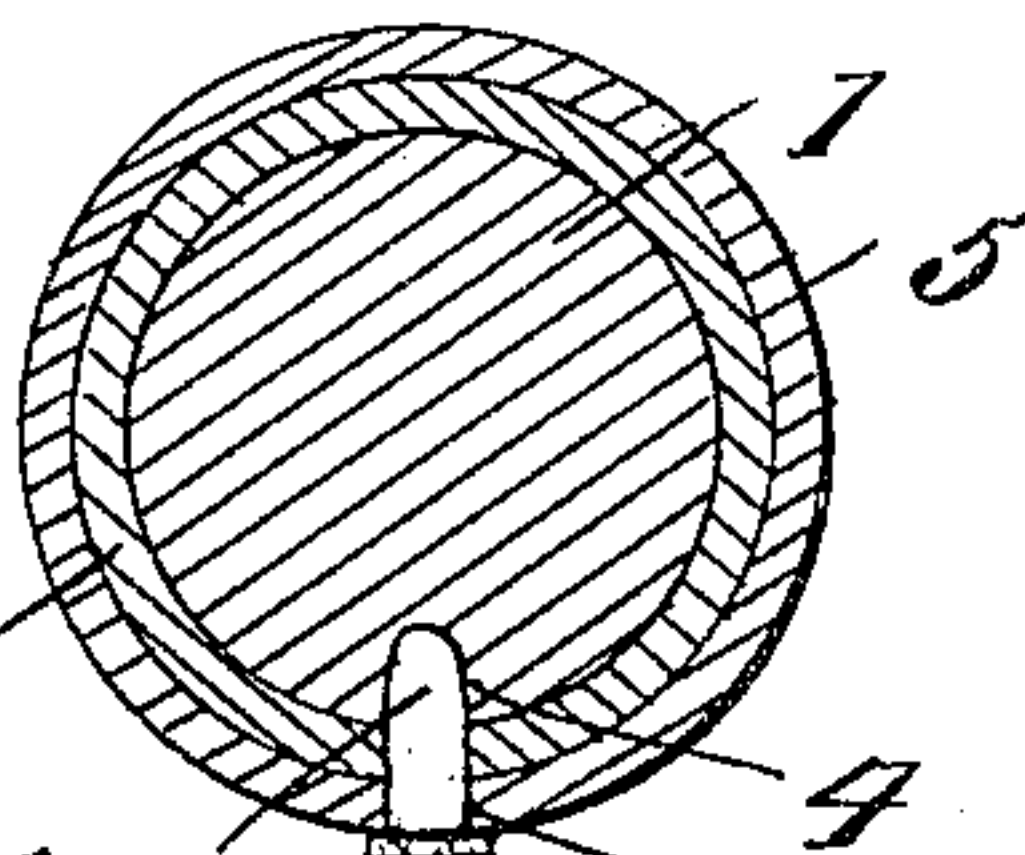
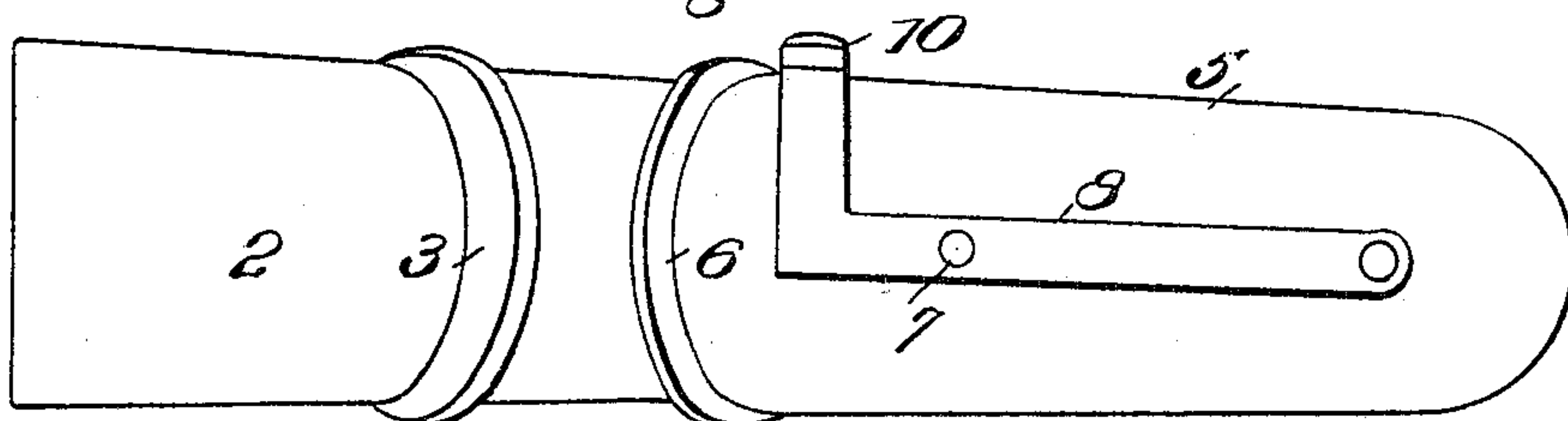


Fig. 4.



Inventor

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Witnesses

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# UNITED STATES PATENT OFFICE.

THOMAS ROWE, OF DOLLAR BAY, MICHIGAN.

## POLE-TIP.

No. 819,807.

Specification of Letters Patent.

Patented May 8, 1906.

Application filed April 18, 1905. Serial No. 256,249.

*To all whom it may concern:*

Be it known that I, THOMAS ROWE, a citizen of the United States, residing at Dollar Bay, in the county of Houghton and State of Michigan, have invented certain new and useful Improvements in Pole-Tips, of which the following is a specification.

This invention relates to an improved tip for buggy or wagon tongues, and has for its object to produce a device of the character mentioned which will hold the neck-yoke securely in position and prevent its slipping along the tongue in either direction.

A further object is to produce a pole-tip for accomplishing the aforementioned result which shall not detract from the appearance of the pole, but which, on the contrary, will be rather ornamental and which at the same time shall be very simple in construction.

Reference is to be had to the accompanying drawings, in which—

Figure 1 is a side view of the device. Fig. 2 is a vertical longitudinal view. Fig. 3 is a transverse sectional view on the line  $x x$  of Fig. 1. Fig. 4 is a bottom plan view.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

The numeral 1 indicates a buggy or wagon tongue of the usual construction which has a metal sleeve or cap 2 permanently attached to the end thereof. A flange 3 extends from the sides and bottom of said metal cap 2 and lies approximately in a plane which cuts the axis of the tongue at an angle, so that, as seen in the drawings, the flange at the bottom of the tongue is nearer the end of the pole than that near the top. Such a slant is preferably chosen that when the team pulls back the neck-yoke center will lie squarely against the flange 3. An opening 4 is placed in the bottom of said cap and a corresponding recess provided in the tongue. A ferrule or thimble 5 is provided which is adapted to slide upon the cap 2 and is provided at its mouth with a flange 6, which is similar to flange 3, except that it lies approximately in a plane slanting slightly in an opposite direction to the before-mentioned plane, so that should the neck-yoke have a forward pull upon the tongue the neck-yoke center will bear squarely against the flange 6. The thimble 5 is made removable and is adapted to be locked in position by a stud 7, attached to a spring 8, and

adapted to pass through an opening 9 in the thimble corresponding to the opening 4 in the cap 2 and to engage with said opening 4. The end of the spring 8 is bent so as to form a handle or thumb-piece 10, which extends a short distance upward around the pole for convenience of operation.

The operation of the device is as follows: The thimble 5 is removed by pressing the handle 10 downward until the stud 7 is forced out of engagement with the opening 4 in the metal cap 2 and then slipping it off. The neck-yoke center is then passed over the pole-tip and the thimble 5 again placed in position. It will thus be understood that the two flanges 3 and 6 effectively prevent the neck-yoke from slipping along the tongue in either direction, but at the same time permit of its being easily and quickly removed when desired. It will be obvious that the pole-tip already upon the wagon-tongue might be employed and a thimble of the character described slipped upon it without departing from the spirit of the invention.

From the foregoing it will be readily understood that I have invented an improved pole-tip which will positively prevent the neck-yoke from slipping off the end of the tongue and which is at the same time so simple in construction that it will not get out of repair and can be cheaply manufactured and placed upon the market.

Having thus described the invention, what is claimed as new is—

1. In combination, a vehicle-pole provided near its tip with a transverse flange, a ferrule slipped upon the end of said pole and having a corresponding transverse flange to cooperate with the first-mentioned flange to confine the neck-yoke center, said flanges lying in planes which are inclined in opposite direction to the axis of the pole, and means for securing the ferrule upon the pole.

2. In combination, a vehicle-pole provided near its tip with a transverse flange and also with a recess, a ferrule slipped upon the end of said pole and having a corresponding transverse flange thereon to cooperate with the first-mentioned flange to confine the neck-yoke center and also having an opening therein to register with the recess in the pole-tip, and a spring-actuated stud carried by said ferrule and adapted to pass through the registering openings.

3. In combination, a vehicle-pole provided

near its tip with a stop-shoulder, a ferrule  
slipped upon the end of said pole and having  
a corresponding stop-shoulder to cooperate  
with the first-mentioned stop-shoulder to  
5 confine the neck-yoke center, a spring-actu-  
ated stud upon the lower side of the ferrule  
and engaging a recess in the pole, and a han-  
dle for operating the stud, said handle ex-

tending upwardly around the side of the fer-  
rule.

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

THOMAS ROWE.

Witnesses:

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