

G. W. HOBBS.
CARRIAGE POLE-TIP.

No. 194,910.

Patented Sept. 4, 1877.

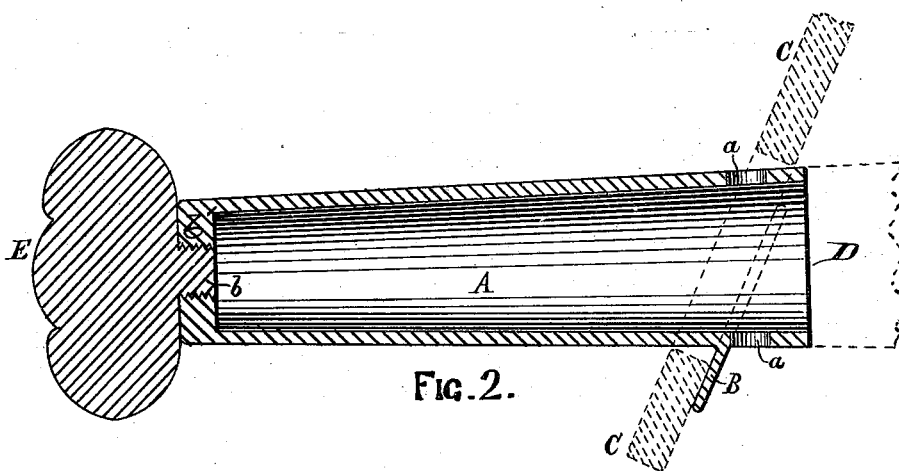


FIG. 2.

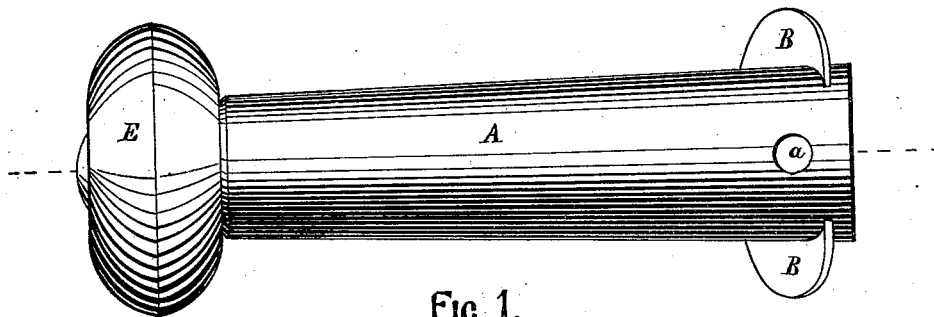


FIG. 1.

WITNESSES.

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UNITED STATES PATENT OFFICE.

GEORGE W. HOBBS, OF UXBRIDGE, MASSACHUSETTS.

IMPROVEMENT IN CARRIAGE-POLE TIPS.

Specification forming part of Letters Patent No. 194,910, dated September 4, 1877; application filed June 12, 1877.

To all whom it may concern:

Be it known that I, GEORGE W. HOBBS, of Uxbridge, in the county of Worcester and State of Massachusetts, have invented a new and useful Improvement in Carriage-Poles, of which the following, taken in connection with the accompanying drawings, is a specification.

My invention relates to the construction of the tip of a carriage-pole, and to that particular class of poles to which the holdback-yoke is applied by passing the tip of the pole through an eye in a leather strap attached to or forming a part of said yoke, and having a bearing against a flange or collar formed on said tip.

As these tips have heretofore been constructed and used, if an accident happened to the harness, like the breaking or disconnecting of a trace, and the horses started suddenly forward, the yoke was very liable and almost sure to slip off from the pole, and allow it to fall to the ground, often causing serious injury to the occupants of the carriage by overturning it, or so frightening the horses as to cause them to become unmanageable and run away.

The object of my invention is to obviate this difficulty; and it consists in applying to the extreme end of the pole a detachable enlargement or knob, which shall effectually prevent the yoke from being disconnected from the pole under such circumstances, unless the yoke-strap itself gives away, while, at the same time, by detaching said knob, the yoke may be applied or removed at will.

Figure 1 of the drawings is a plan of my improved pole-tip, and Fig. 2 is a central vertical longitudinal section.

A is the ordinary tip, provided with the inclined flange or collar B, against the front side of which the yoke-strap C (shown in dotted lines) bears in a well-known manner. This tip is secured to the end of the pole D, a small portion of which is shown in dotted lines in Fig. 2, by means of a pin-rivet or bolt inserted through the holes *a a*.

E is a knob, secured to the front end of the tip A by means of the short male screw *b*, which fits a corresponding female thread, *b'*, formed in the end of the tip A.

The knob E may be made in the form shown, or in any other desired form, the essential requisite being that it should be large enough in diameter to prevent the yoke-strap from slipping off from the end of the tip, and have its corners so rounded and smooth as to prevent any injurious abrasion of the strap when brought in contact therewith.

The screw *b* may be formed in one piece with the knob E; or it may be made separate therefrom, and the knob be secured to it in any suitable manner; or, again, the male screw may be formed upon or secured to the end of the tip A, and the corresponding female screw or nut be formed in the knob E, as may be preferred, without in the least affecting the principle of my invention.

The operation of my invention is as follows: The knob E is removed by unscrewing it from the tip. The end of the tip A is passed, through the yoke-strap C, and then the knob E is replaced in the position shown, where it remains till it is desired to detach the horses, when the knob is again removed, the yoke-strap slipped off from the tip A, and the knob is replaced for safe-keeping.

What I claim as new, and desire to secure by Letters Patent of the United States, is—

The tapering tip for vehicle-poles having the inclined bearing-flange B upon its under and rear portion, a perforated and threaded end, *b'*, and the enlarged and rounded knob E, having the screw-tang *b*, adapted to engage with the perforated end *b'*, as specified.

Executed at Uxbridge, Massachusetts, this 5th day of June, A. D. 1877.

GEORGE W. HOBBS.

Witnesses:

L. W. RAYMUNTON,
S. BERRY.