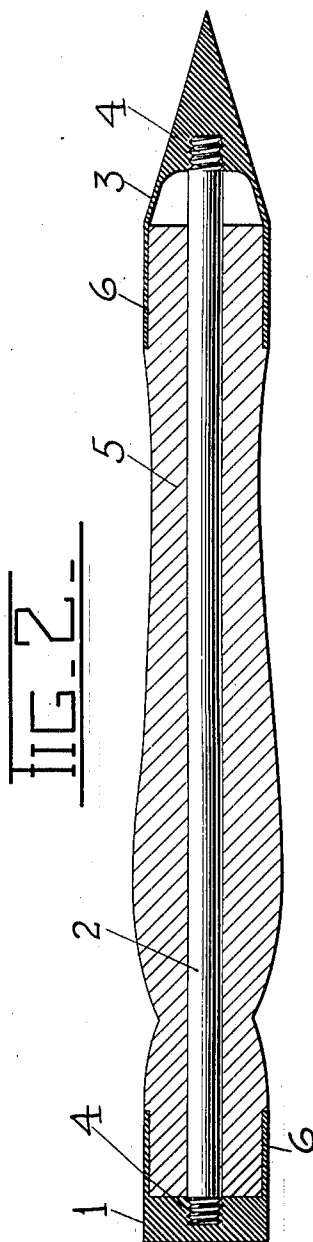
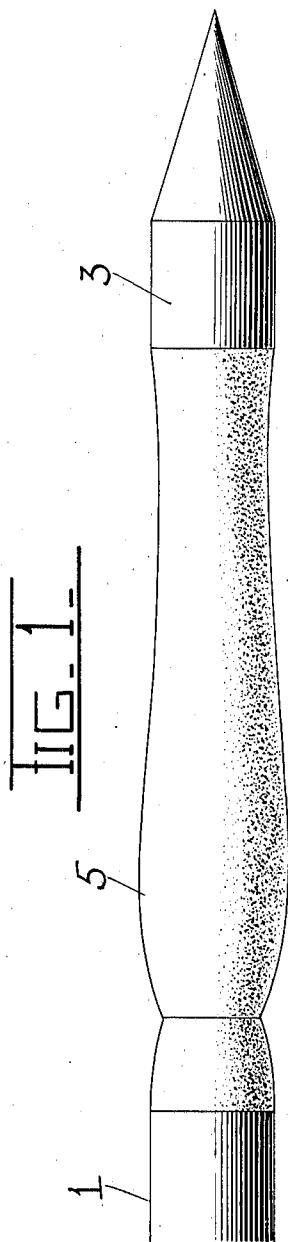


J. L. McKINNEY.
TENT PIN.
APPLICATION FILED NOV. 9, 1912.

1,059,379.

Patented Apr. 22, 1913.



Witnesses:
Albert C. Leitch
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UNITED STATES PATENT OFFICE.

JAMES L. MCKINNEY, OF DULUTH, MINNESOTA.

TENT-PIN.

1,059,379.

Specification of Letters Patent.

Patented Apr. 22, 1913.

Application filed November 9, 1912. Serial No. 730,407.

To all whom it may concern:

Be it known that I, JAMES L. MCKINNEY, a citizen of the United States, residing at 112½ First avenue west, Duluth, in the county of St. Louis and State of Minnesota, have invented certain new and useful Improvements in Tent-Pins, of which the following is a specification.

My invention relates to improvements in tent pins, and more particularly to a non-destructible tent pin.

The object is to produce a tent pin of standard shape and proportions having an outward middle portion of wood and a metal point and driving end together with means for relieving the outward middle wooden portion of undue shock incidental to driving.

In hard ground it is next to impossible to drive tent pins more than two or three times before they are so split and injured that they are unfit for use. Wooden pins have been made with metal points and metal bands shrunk on their driving ends, but in a short while they are so damaged as to be useless, the trouble being that the wood between the metal point and the driving end band is gradually split and mashed, due to the lack of compressible resistance in the wood. An all metal tent pin is objectionable for many reasons, the principal of which being the excessive weight. It is also found that the guy ropes of the tents "chafe" less over wooden surfaces than metal. In my improved pin I have secured the strength of an all metal pin with only a slight increase in weight over the old wooden peg. I accomplish this by supplying a light hollow wooden middle portion adapted to socket into a middle point portion and a metal driving end, the two latter elements being connected by a light central metal stem portion having screw threaded ends to engage the said metal point and metal driving end. By this ar-

angement all resultant shocks due to driving are taken up by the central metal stem, the outward central wooden portion acting simply as a filling piece.

In the drawings—Figure 1 is a side elevation of the pin, and Fig. 2 is a longitudinal sectional view thereof.

Referring more specifically to the drawings, 1 indicates the metal driving end or cap, 2 the central metal stem, 3 the metal point, 4—4 screw threads on either end of the central metal stem by which means the point and driving ends are connected, and 5 the hollow wooden middle portion having reduced ends 6—6 mounted in the hollow portions of the two metal ends.

I do not wish to confine myself to the specific construction herein described but on the contrary I will expect to make such changes in proportion, size, construction, etc., as do not depart from the spirit of the invention as set forth in the annexed claims.

I claim—

1. A pin consisting of an outward middle portion, a shock absorbing central stem passing entirely through its length, and a pointed metal end piece and a metal driving end or cap detachably mounted upon the ends of the said stem.

2. A pin consisting of an outward wooden middle portion, a central metal stem passing longitudinally through the said wooden middle portion and having exterior screw threaded ends, a hollow metal end point and a hollow metal driving end or cap each having threaded seats, mounted upon the threaded ends of said stem.

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

JAMES L. MCKINNEY.

Witnesses:

A. S. WILKINS,
W. G. JONES.