

(No Model.)

W. V. REED.
VEHICLE POLE TIP.

No. 423,277.

Patented Mar. 11, 1890.

Fig. 1.

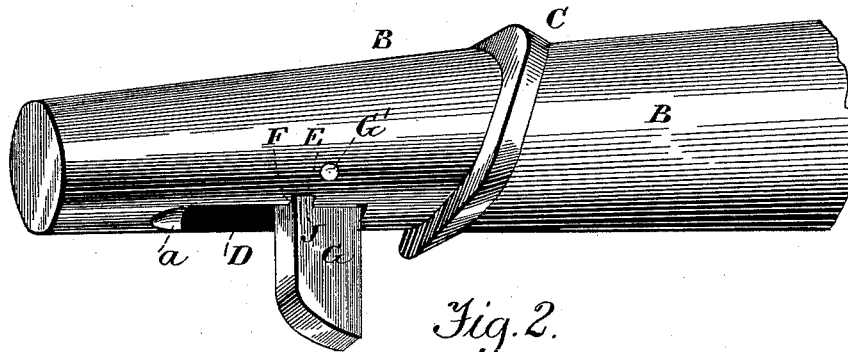


Fig. 2.

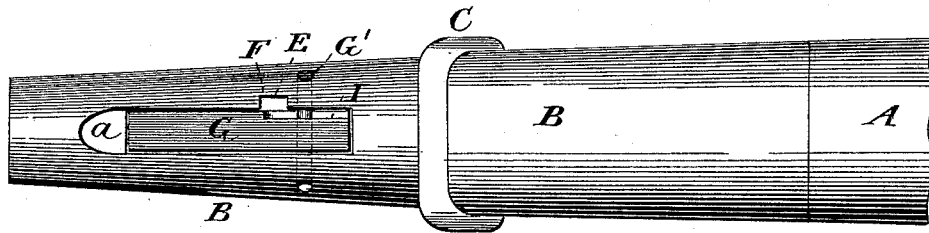


Fig. 3.

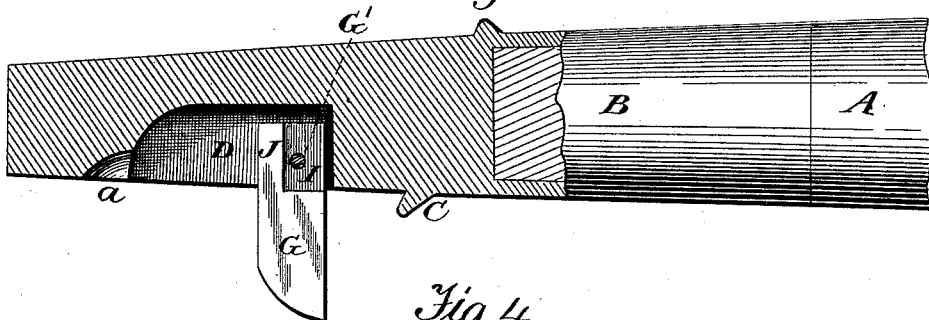
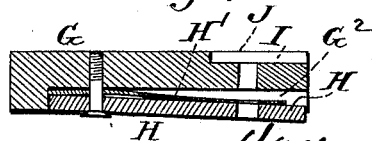


Fig. 4.



Witnesses.
A. Ruppert.
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UNITED STATES PATENT OFFICE.

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VEHICLE-POLE TIP.

SPECIFICATION forming part of Letters Patent No. 423,277, dated March 11, 1890.

Application filed January 29, 1890. Serial No. 338,458. (No model.)

To all whom it may concern:

Be it known that I, WILLARD V. REED, a citizen of the United States, residing at Lowville, in the county of Lewis and State of New York, have invented certain new and useful Improvements in Vehicle - Pole Tips; and I do 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, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in vehicle-pole tips; and it has for its object to generally improve upon the construction and render more serviceable and efficient in operation this class of devices.

To these ends and to such others as the invention may pertain the same consists in the peculiar construction and the novel combination, arrangement, and adaptation of parts, all as more fully hereinafter described, shown in the accompanying drawings, and then specifically defined in the appended claim.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, like letters of reference indicating like parts throughout the several views, and in which drawings—

Figure 1 is a perspective view of a portion of a vehicle-pole provided with my improvement. Fig. 2 is a bottom plan of the same. Fig. 3 is a longitudinal vertical section through the pole-tip and its attachments. Fig. 4 is a horizontal section of the same.

Reference now being had to the details of the drawings by letter, A designates the vehicle-pole, and B the pole-tip, which in the present instance is shown as of cast metal and fitted over the tip of the pole, though it is at once evident that instead of this metallic casting the tip of the pole may be fashioned to receive the latch and its attachments, as hereinafter described, and the casting in this case would of course be dispensed with. The pole-tip is provided with the usual inclined flange or projection C, against which

the ring upon the neck-yoke bears when in position upon the pole-tip.

D is a recess or cavity formed within the lower face of the pole-tip. The inner end of this recess, which terminates a short distance in advance of the flange C, is cut away upon one of its sides to form the offset E and shoulder F.

G is a latch which is pivoted within the inner end of the recess D upon a transverse pivot G'. This latch is provided within one of its side faces with a longitudinal recess G², and within this recess the block or plate H is hinged at one of its ends, a spring H' being interposed within the recess beneath the plate H, the free end of the spring bearing against the under face of the free end of the latch.

Within the lower portion of the face of the latch G, upon the side opposite to that which is provided with the recess G², is formed a recess I, the depth of the recess corresponding with the distance between the inner end of the recess D and the offset E, thus leaving upon the side of the latch the portion J, adapted to fit the offset E of the recess D.

The operation of the device is simple and will be readily understood. When the latch G is turned upon its pivot so as to occupy a horizontal position, its upper edge will be flush with the upper face of the pole-tip, the body of the latch being received entirely within its inclosing-recess D. The ring of the neck-yoke having been passed over the end of the pole-tip, the end of the thumb or finger of the operator is inserted beneath the end of the latch, (a recess *a* being formed within the upper face of the pole-tip at the end of the recess D for this purpose,) and the latch is thus raised, and when it assumes a vertical position the action of the spring H' serves to force the latch to one side, so as to cause the portion J to enter the offset E of the recess D, and thus lock the parts in position and prevent the latch from turning again upon its pivot until force is applied to the side of the latch to overcome the tension of the spring H'.

Having thus described my invention, what I claim to be new, and desire to secure by Letters Patent, is—

The herein-described improvement in vehicle-pole tips, the same comprising, in combination, a pole-tip provided with an inclined flange or collar and having a recess within
5 the under face of the pole-tip in advance of the flange and an offset upon one side of the said recess, and a latch pivoted within the recess and having upon one of its side faces a portion J, adapted to fit within the offset of
10 the recess, and upon its other or opposite face with a spring-actuated plate adapted to force

the latch against the opposite side of the recess and cause the portion J to enter the offset therein when the latch is in a vertical position, substantially as and for the purpose 15 specified.

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

WILLARD V. REED.

Witnesses:

F. PETER KIRLEY,
CHARLES D. MOORE.