

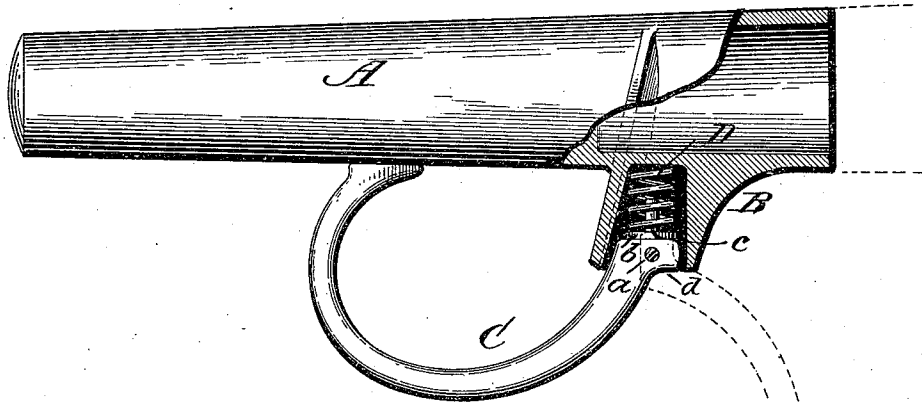
(No Model.)

E. COVERT.
VEHICLE POLE TIP.

No. 430,116.

Patented June 17, 1890.

~~Fig. 1.~~



~~Fig. 2.~~



Witnesses
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UNITED STATES PATENT OFFICE.

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VEHICLE-POLE TIP.

SPECIFICATION forming part of Letters Patent No. 430,116, dated June 17, 1890.

Application filed April 15, 1890. Serial No. 348,034. (No model.)

To all whom it may concern:

Be it known that I, ENOCH COVERT, a citizen of the United States, residing at Farmer Village, in the county of Seneca and State of New York, have invented certain new and useful Improvements in Vehicle-Pole Tips; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters of reference marked thereon.

Figure 1 of the drawings represents a side elevation, partly in section, of my improved vehicle-pole tip and showing the hook swung down in dotted lines; and Fig. 2 is a detail view of the spring and plunger.

The present invention has relation to that class of pole-tips wherein is provided a pivoted hook actuated by a spring to retain it either in a closed or open position, as required, and the object thereof is to provide a simple form of spring-actuating mechanism that will more effectually retain the hook closed against the pole tip and to hold it open when required without the use of the ordinary flat spring, which is liable to work loose from its fastening, bend, or become twisted or otherwise affected by continued use and loses to an extent its utility as a spring.

It is the purpose of the present invention to provide a simple means that will take the place of the flat spring now in common use and insure the pressure against the hook being in a straight line and direct upon the end of the hook immediately over its pivotal point, thus giving increased pressure with better results than could be attained by the use of a flat spring.

The invention therefore consists in the employment of a coiled or spiral spring disposed within a chamber upon the under side of the pole-tip in connection with a plunger, both of which act conjointly to attain the end sought, as will be hereinafter more fully described and claimed.

In the accompanying drawings, A represents the metal pole-tip, of the usual construction, except that it is cast or otherwise provided with a chamber or socket B, within which is pivoted at *a* the usual hook C. Within the chamber or socket B is located a spiral spring D, which bears at its lower end upon the head *b* of a plunger, the same consisting, preferably, of the head and pin *c*, the latter extending up through the coils of the spring, as shown more clearly in Fig. 2. The head of this plunger rests upon the end of the hook C directly over the pivot *a*, and, as will be noticed, the hook has an elbow *d* extending out laterally therefrom, so that when the hook is brought in position, as indicated in dotted lines, the head of the plunger will rest upon the end or extremity of the elbow and hold the hook firmly and securely in the opened position indicated. It will be noticed that the spring being spiral must be disposed within the recess or socket B in an upright position, and consequently a direct downward pressure is obtained and in a straight line, and in this it differs from the flat spring heretofore in use and a more positive action is the result. It is evident that a rubber spring will serve the same purpose, but possibly not as well adapted as the spiral spring, and therefore the latter form is deemed preferable.

Having now fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The combination, with a vehicle-pole tip having a chamber or socket, of a hook pivoted thereto and a spring and plunger located in said chamber or socket and bearing upon the pivoted end of the hook, as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

ENOCH COVERT.

Witnesses:

FRED L. RAPPLEYE,
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