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PATENTED MAR. 12, 1907.

E. W. BOSWELL.  
VEHICLE POLE TIP.  
APPLICATION FILED AUG. 10, 1905.

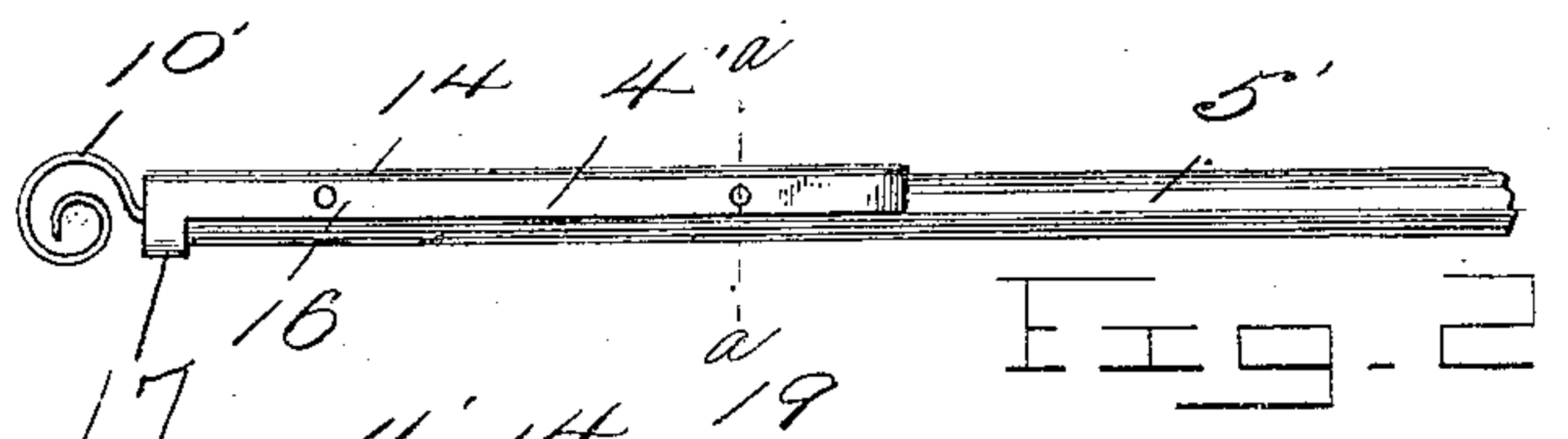
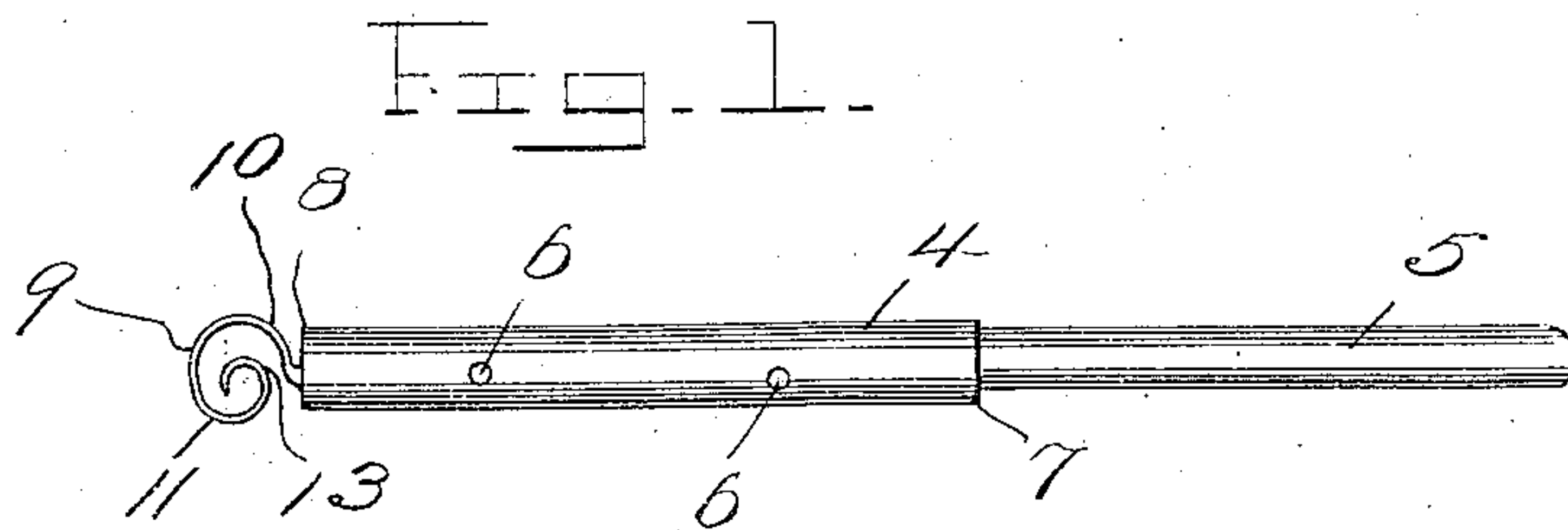


Fig. 3.

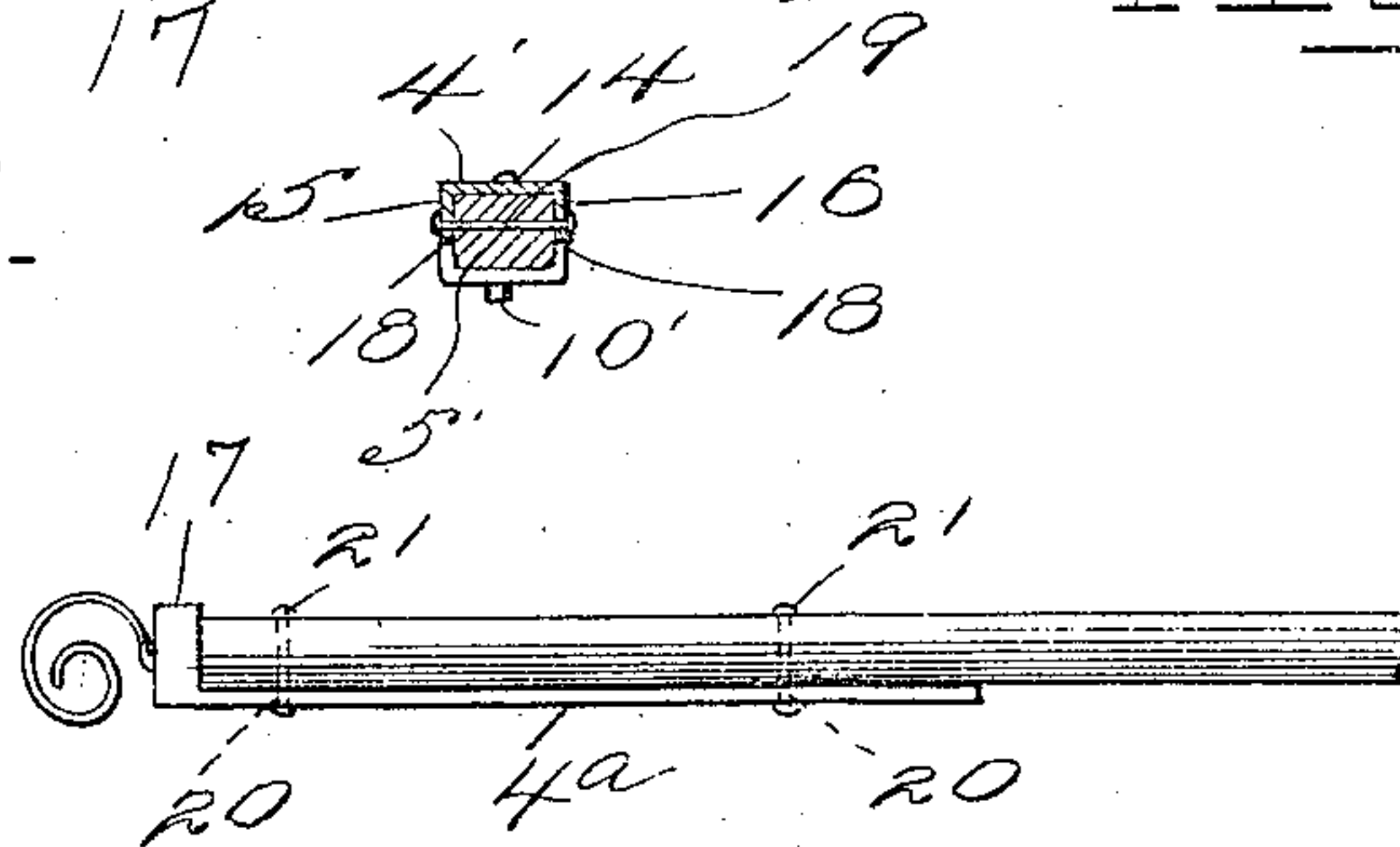


Fig. 4.

Witnesses  
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# UNITED STATES PATENT OFFICE.

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## VEHICLE-POLE TIP.

No. 846,902.

Specification of Letters Patent.

Patented March 12, 1907.

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*To all whom it may concern:*

Be it known that I, ELIAS W. BOSWELL, a citizen of the United States, residing at Darlington, in the county of Darlington, State of South Carolina, have invented certain new and useful Improvements in Vehicle-Pole Tips; and I do hereby 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.

This invention relates to vehicle-pole tips.

One object of the invention is to provide an exceedingly simple, inexpensive, durable, and efficient tip for connection with vehicle-poles or plow-beams and provided with an integral hook for connection therewith of the doubletree.

Another object of the invention resides in the provision of a device of the character stated embodying such characteristics that it may be readily applied in the manner set forth to protect the outer extremity of the pole or beam.

Other objects and advantages will be apparent from the following specification, which describes an embodiment of the present invention.

In the drawings, Figure 1 is a side elevation of one form of the invention applied to a vehicle-pole. Fig. 2 is a side elevation of a modified form of the invention. Fig. 3 is a transverse sectional view on the line *a a* of Fig. 2. Fig. 4 is a detail view of a third form of the invention.

Referring now to the drawings, and more particularly to Fig. 1, the reference character 4 designates a hollow cylindrically-shaped body adapted to be fitted upon the outer extremity of a vehicle-pole 5 and secured thereon against displacement by means of suitable fastenings 6, passed transversely through the said hollow body 4 and the pole 5.

From the foregoing it will be understood that the hollow body 4 has one open end 7, whereby it may be slipped upon the vehicle-pole with its opposite end 8 closed by reason of the integral formation therewith of the doubletree-hook 9. This doubletree-hook 9 is of peculiar formation in that the bight portion 10 is directed upwardly and forwardly from its base above the portion of the upper face of the body 4 and then curved downwardly and rearwardly beneath the plane of the lower face of the body 1, as at 11, and then upwardly and forwardly toward

the inner face of the portion 13 of the hook, terminating in a downwardly-directed bill, the hook occupying a vertical plane, as shown.

In Figs. 2 and 3 there is shown a somewhat different form of body portion of the tip, although the hook 10' is the same in formation as the hook 10. In this modified form of the invention the body 4' is of an inverted-U shape in cross-section, resulting in the upper member 14 and the parallel side members 15 and 16, which are designed to engage the corresponding side edges of the pole 5'. In this form one end of the side portions 15 and 16 is joined by a web 17, with which the hook 10' is formed. In order to secure the body portion 4' to the pole or beam, I provide the side members 15 and 16 with alining perforations 18, through which I pass suitable bolts or the like 19. By reason of the peculiar formation of my hook, which serves the purpose of a clevis or a lap-ring, or both, the coupling (not shown) of the double or single tree being turned upside down and turned inwardly upon the hook, so that the said coupling may lie beneath the extremity of the inner downwardly-directed portion of the hook, thereby positively preventing disengagement of the single or double tree therefrom.

In Fig. 4 there is shown a construction wherein the body portion 4<sup>a</sup> consists of a flat piece of material provided with perforations 20. This particular form of the invention is adapted to be secured to the end face of a beam or tongue by means of suitable bolts 21, passed through the said perforations 20 of the body 4<sup>a</sup>. While the same is not shown in the drawings, it is obvious that in view of the structures illustrated in Figs. 1, 2, and 3 that the body of those particular forms of devices may be formed completely rectangular in cross-section.

What is claimed is—

A pole-tip comprising an inverted-U-shaped attaching portion, said attaching portion having a web formed at its forward end and a flange formed upon the web as a continuation of the side portion of the U, and a resilient spiral hook formed integral with the said web.

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

ELIAS W. BOSWELL.

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