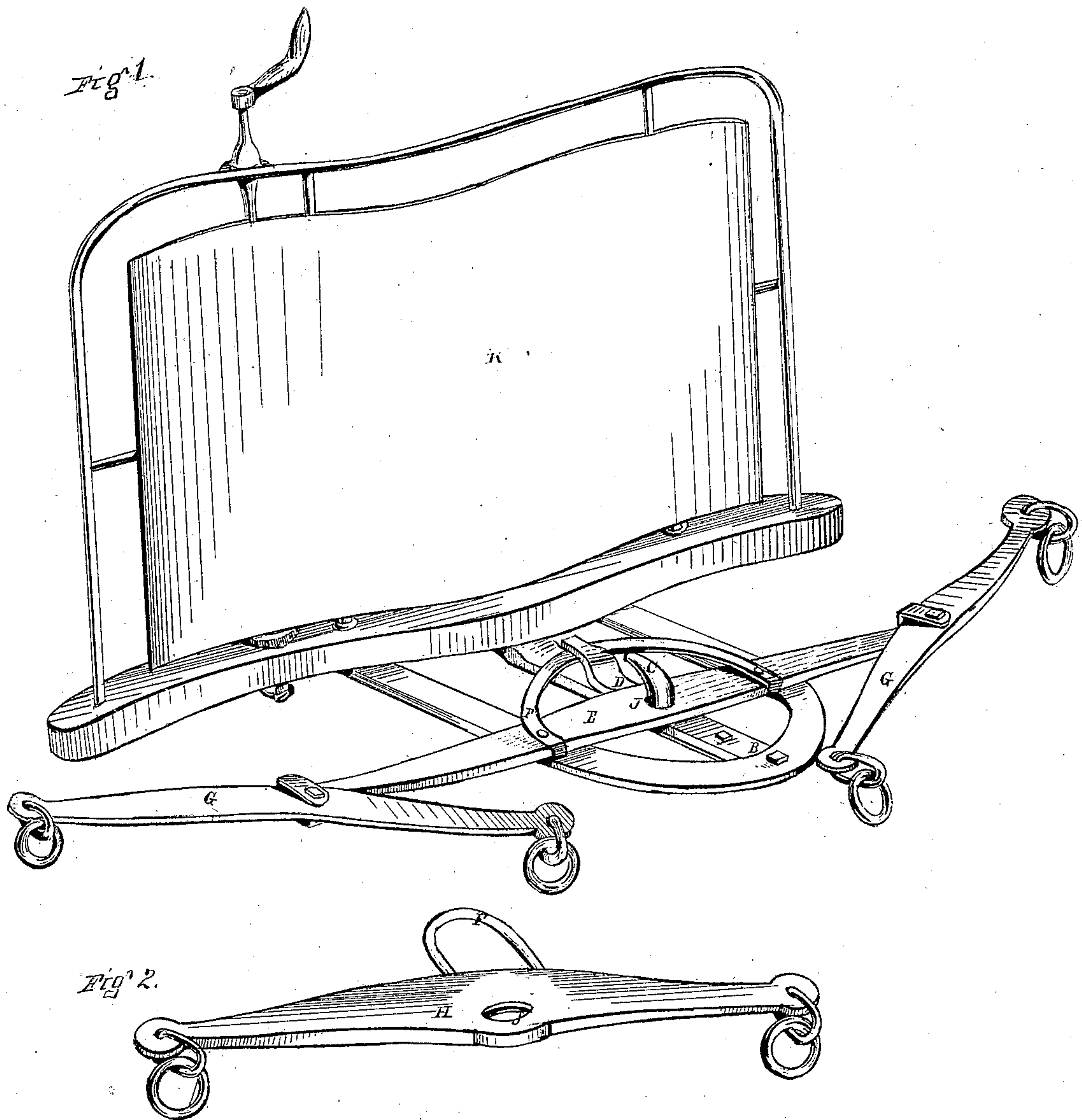


J. F. LOWE.

Whiffletree.

No. 109,029.

Patented Nov. 8, 1870.



Witness;

E. D. Huyck  
C. Hewitt

Inventor.

James F. Lowe

# United States Patent Office.

JAMES F. LOWE, OF LOUISVILLE, KENTUCKY.

Letters Patent No. 109,029, dated November 8, 1870.

## IMPROVEMENT IN DOUBLE AND SINGLE-TREE ATTACHMENTS FOR STREET-CARS.

The Schedule referred to in these Letters Patent and making part of the same.

I, JAMES F. LOWE, of the city of Louisville, county of Jefferson and State of Kentucky, have invented a certain new and useful Improvement in a Double and Single-Tree Attachment for Street, Railroad, and other Cars, of which the following is a specification.

The nature of my invention consists in a clevis made from a flat bar of wrought-iron, bent edgewise, forming a circle in front, the back ends being secured to the under side of the car platform. This clevis has also another flat bar running through the center, one end of which is bolted to the front part of the clevis, while the other is bolted to the under-side of the platform, so that, when thus arranged, the clevis forms a stationary rest or slide, on which the double-tree is made to work, thereby preventing it from dropping down as the car stops.

In the top of this last-named central bar there is a small hook or pin, with the point turned slightly backward, as an attachment for the double-tree, which drops over it, and is kept in its place by means of another flat hook secured to the bar, the end of which is made to work over a circular slide attached to the back of the double-tree, which prevents it from rising up or turning, and can be used also as a convenient means of attaching it to the back end of the car, when necessary to draw it backward. The same arrangement is used on the single-tree when only one horse is required.

Having thus fully described the nature of my in-

vention, a more perfect understanding of same may be had by reference to the drawing, in which—

Figure 1 represents the front part of the car platform, showing the double-tree attachment.

Figure 2 represents the single-tree to be used when only one horse is required.

In the drawing—

A is the clevis.

B is central bar.

C is the hook to which the double-tree is attached.

D is the flat hook by which it is kept in its place.

E is the double-tree.

G G are the single-trees.

F F are the circular slides on the double-tree E and single-tree H.

J J are the holes in the same.

K is the front of the platform.

The above constitutes a description of the drawing; therefore

What I claim as new, and desire to secure by Letters Patent, is—

The combination of the clevis A, the central bar B with its hooks C and D, the double and single-trees E and H with their circular slides F F, and the holes J J, substantially as and for the purpose herein set forth.

Witnesses:

E. F. HUYCK,

O. HEWITT.

JAMES F. LOWE.