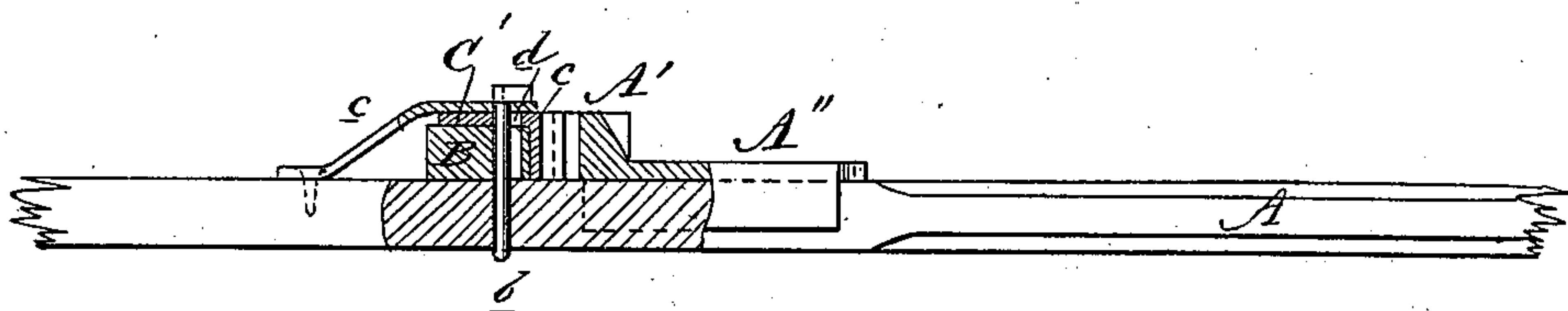
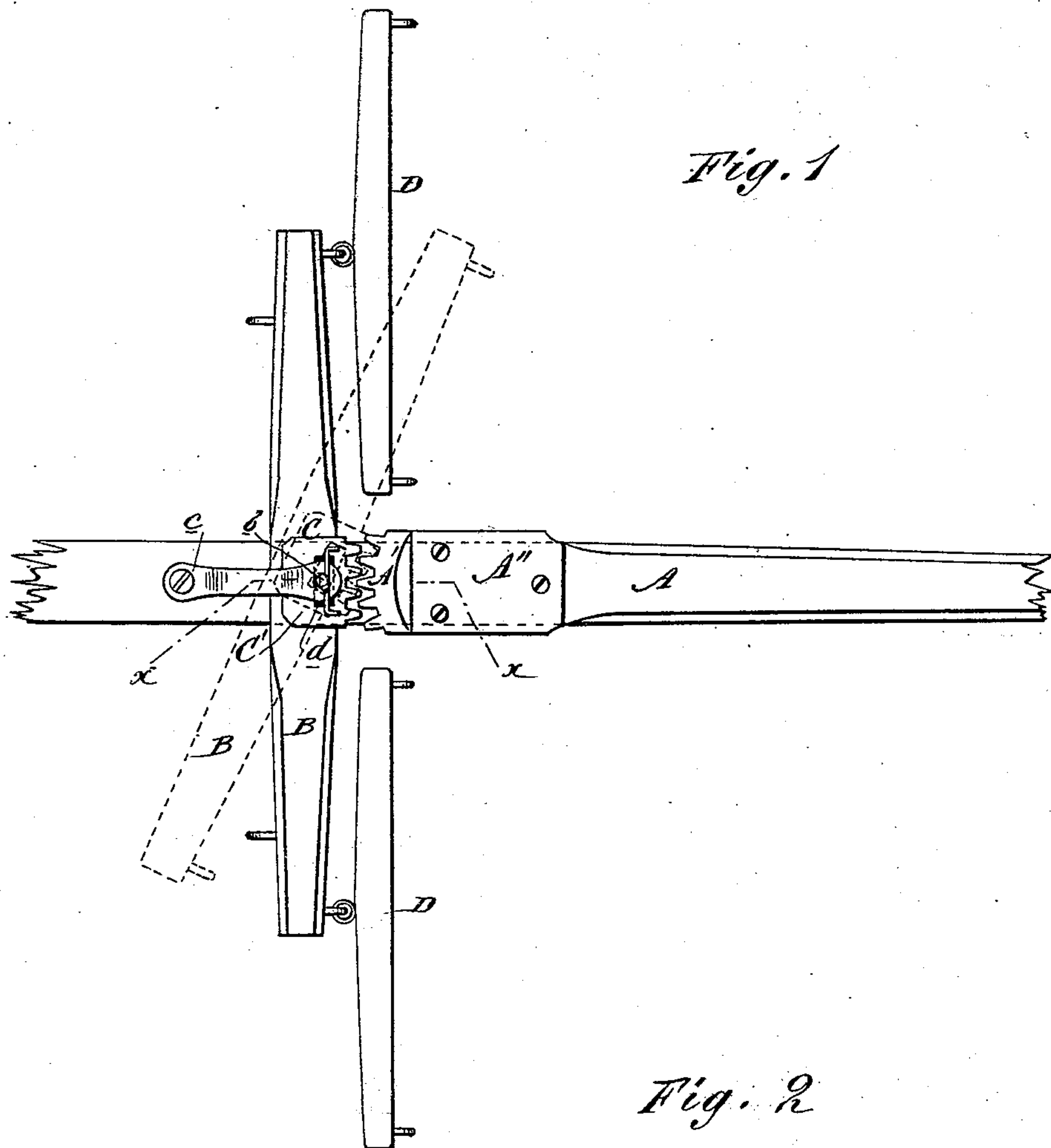


J. J. H. PARROTT.
Doubletree.

No. 227,049.

Patented April 27, 1880.



WITNESSES:
C. Noveux
C. Sedgwick

INVENTOR:
J. J. H. Parrott
BY *Wm. H. [Signature]*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

JOHN J. H. PARROTT, OF SALEM, OREGON, ASSIGNOR TO HIMSELF AND
WILLIAM H. LEININGER, OF SAME PLACE.

DOUBLE-TREE.

SPECIFICATION forming part of Letters Patent No. 227,049, dated April 27, 1880.

Application filed January 6, 1880.

To all whom it may concern:

Be it known that I, JOHN J. H. PARROTT, of Salem, in the county of Marion and State of Oregon, have invented a new and Improved
5 Double-Tree, of which the following is a specification.

Figure 1 is a plan of the device. Fig. 2 is a sectional elevation of the same on line *x x*, Fig. 1.

10 Similar letters of reference indicate corresponding parts.

The object of this invention is to provide a device to be applied to a vehicle whereby the hindmost horse shall be enabled to pull with
15 more advantage than usual when endeavoring to draw abreast with the foremost horse.

The invention consists of a straight rack fixed centrally on the front edge of a double-tree and gearing into a corresponding segment-rack that is fixed on the tongue of the
20 vehicle.

In the drawings, A represents a wagon-tongue, provided with a segment rack and plate, A' A'', respectively. B is a double-tree, secured on the tongue A by the hammer-bolt *b*,
25 which passes through the slot *d* and is held by the hammer-spring *c*. C is a straight rack formed on the edge of a slotted plate, C', and fixed on the front edge of the double-tree B.

30 D D are single-trees, connected with the double-tree in the usual manner, to which single-trees the horses are attached in drawing the wagon.

The slot *d* in the rack C, extending through

the double-tree B, permits the said double-tree 35 B to move in such a manner that the rack C will readily gear into the rack A' in whatever relative position the two may be. These plates and racks A' C' and A' C, respectively, can be constructed to fit any tongues and double- 40 trees.

The advantage of this gearing is that when the horses pull evenly the draft will be on the hammer-bolt *b*, in the usual manner; but should one horselag behind the other, the hind- 45 most one can, with this device, more easily pull up and come abreast with the foremost one, because the pivoting-point or fulcrum of the double-tree has become shifted from the hammer-bolt *b* to those rack-teeth that are 50 farthest from the said hindmost horse, and, consequently, he has a better leverage or purchase for pulling upon the double-tree than has the foremost horse.

Having thus described my invention, I 55 claim as new and desire to secure by Letters Patent—

The combination, with tongue A and double-tree B, pivoted thereto, of a straight rack on the double-tree and a curved rack on the 60 tongue, the strain being thrown upon the hammer-bolt until the double-tree turns, when it comes upon the racks, as and for the purpose specified.

JOHN J. H. PARROTT.

Witnesses:

G. W. LAWSON,
W. B. MAGERS.