

No. 799,319.

PATENTED SEPT. 12, 1905.

W. M. FOLKNER & I. GRAY.

DOUBLETREE CARRIER.

APPLICATION FILED MAY 1, 1905.

Fig 1

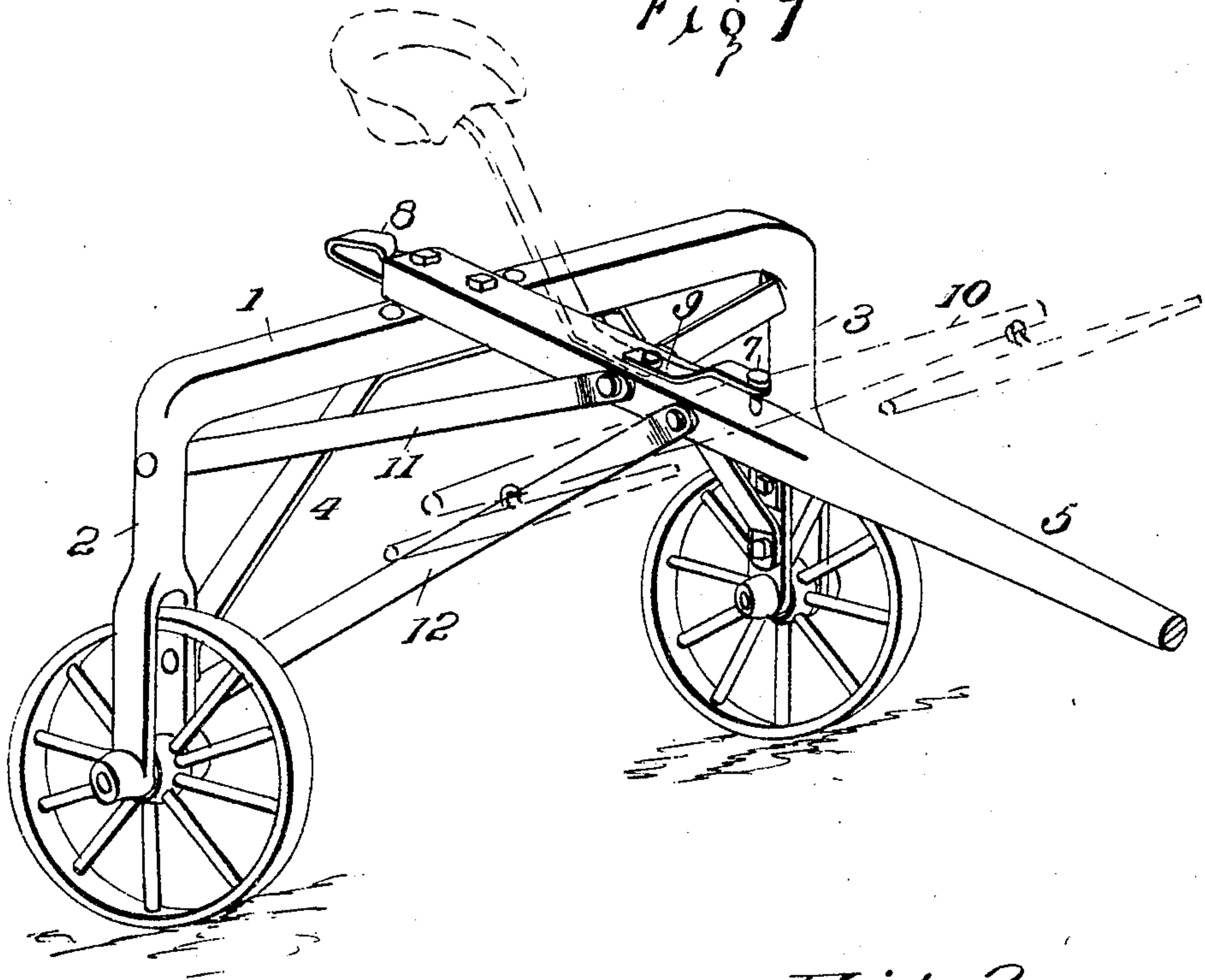
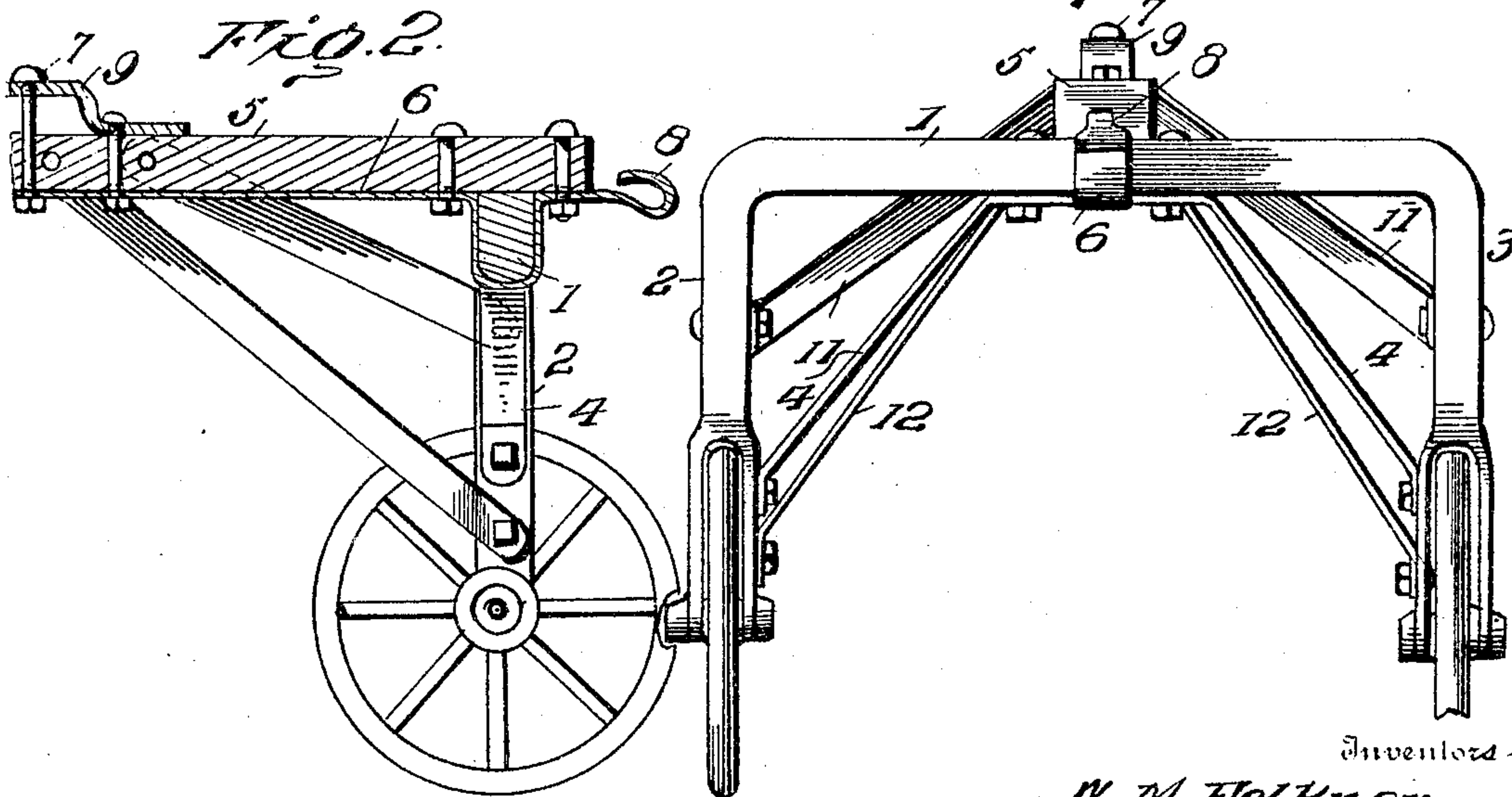


Fig. 3.



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WILLIAM M. FOLKNER AND IRA GRAY, OF HADDAM, KANSAS.

DOUBLETREE-CARRIER.

No. 799,319.

Specification of Letters Patent.

Patented Sept. 12, 1905.

Application filed May 1, 1905. Serial No. 258,260.

To all whom it may concern:

Be it known that we, WILLIAM M. FOLKNER and IRA GRAY, citizens of the United States, residing at Haddam, in the county of Washington and State of Kansas, have invented certain new and useful Improvements in Doubletree-Carriers, of which the following is a specification.

This invention relates to an improved doubletree-carrier, and has for its object to produce a device of this character which will be very simple and durable in construction and which can therefore be very cheaply manufactured.

In using horses to operate hay-forks and for other similar purposes much annoyance is caused both to man and beast by the fact that the doubletree is continually striking against the horses' heels and by the fact that the doubletree must be carried by the operator when the team is not pulling. Our device is intended to overcome these difficulties, and will therefore be a very valuable adjunct to the farmer's outfit.

Reference is to be had to the accompanying drawings, in which—

Figure 1 is a perspective view of the device. Fig. 2 is a longitudinal sectional view. Fig. 3 is a rear view.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

The numeral 1 indicates the arch, which is preferably formed of metal and has the ends of its arms 2 and 3 forked for the reception of wheels. This arch is given a trussed construction and is prevented from spreading by means of braces connecting the arms 2 and 3 with the center of said arch. A pole 5 is attached to the top of the arch by means of a metal strap 6, which extends from the wagon-hammer 7 back and around said arch and past the end of the pole, where it is bent to form the draft-hook 8.

The numeral 9 designates the hammer-strap,

which is bolted onto the pole and in connection with the wagon-hammer 7 enables the doubletree 10 to be attached to the device. Braces 11, extending from the end of the top of the arch to a point on the pole 5, effectively prevent same from horizontal movement, and braces 12, extending from the arms 2 and 3 to a similar point on said pole, prevent vertical movement of the same.

Particular attention is called to the fact that the metal strip 6 performs a triple function in that it serves as a reinforcement where the wagon-hammer and wagon-strap are attached and that it serves to attach the pole to the arch and also as a draft-hook. It will also be observed that the bracing is so placed as to always be under tension and can therefore be made of very light material.

From the foregoing description it will be readily understood that we have invented a device for carrying doubletrees which is very light and durable in construction and which will save the farmer much trouble and worry.

Having thus described the invention, what is claimed as new is—

In a doubletree-carrier the combination of an arch the arms of which are forked for the reception of wheels, a pole attached to said arch by means of a metal strip which also serves to reinforce the pole under the wagon-hammer and has one end bent to form a draft-hook, braces extending from the center of the arch to the arms to prevent spreading, braces extending from the ends of the top of the arch to a point in the pole to prevent horizontal movement, and braces extending from the arms to a similar point in the pole to prevent vertical movement.

In testimony whereof we affix our signatures in presence of two witnesses.

WILLIAM M. FOLKNER. [L.S.]
IRA GRAY. [L.S.]

Witnesses:

W. T. ROONEY,
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