

H. E. LIVINGSTON.
 DOUBLETREE.
 APPLICATION FILED DEC. 11, 1911.

1,028,038.

Patented May 28, 1912.

FIG. 1.

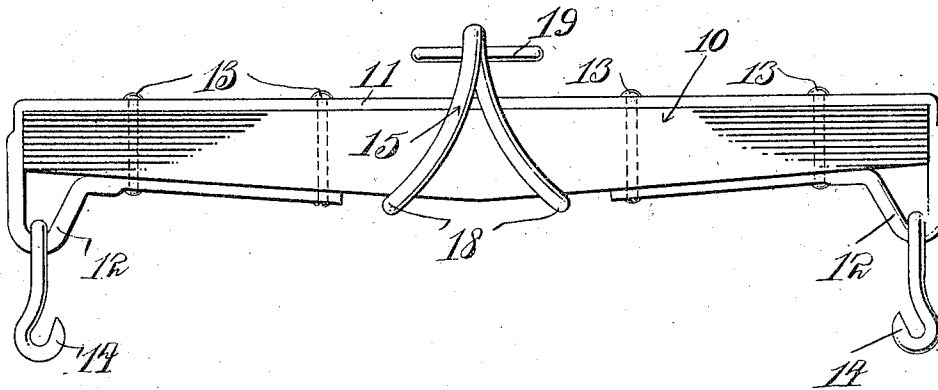


FIG. 2.

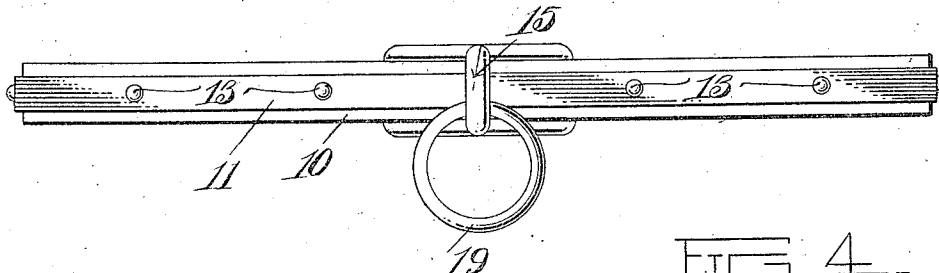


FIG. 3.

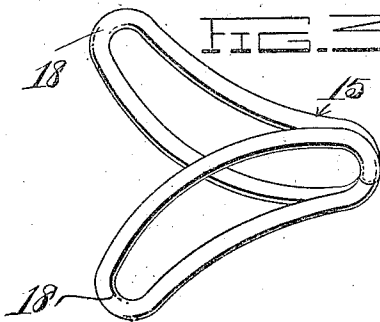
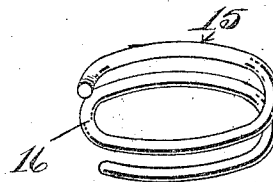


FIG. 4.



Witnesses
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UNITED STATES PATENT OFFICE.

HARRY E. LIVINGSTON, OF SMITHVILLE, GEORGIA.

DOUBLETREE.

1,028,038.

Specification of Letters Patent.

Patented May 28, 1912.

Application filed December 11, 1911. Serial No. 665,020.

To all whom it may concern:

Be it known that I, HARRY E. LIVINGSTON, a citizen of the United States, residing at Smithville, in the county of Lee, State of Georgia, have invented certain new and useful Improvements in Doubletrees; 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.

My invention relates to new and useful improvements in doubletrees and the object of my invention is to improve the construction and increase the efficiency of the same.

A further object of my invention is to provide a novel form of clip by means of which the doubletree may be secured to the vehicle.

With these and other objects in view my invention will be more fully described, illustrated in the accompanying drawings which show a preferred embodiment of my device and then specifically pointed out in the claim which is attached to and forms a part of this application.

In the drawings, Figure 1 is a top plan view of the doubletree. Fig. 2 is a rear elevation thereof. Fig. 3 is a detailed perspective of the clip. Fig. 4 is a detail perspective of a partially finished clip.

Referring more specifically to the drawings, in which similar reference numerals designate corresponding parts throughout, 10 designates in general the body of my improved doubletree which is preferably formed of wood and the rear face of which is straight as shown, while the forward face tapers from the center toward the ends whereby the central portion of the body member is thicker than the ends. By this means the body member is considerably lightened while at the same time it is in no way weakened. Extending along the entire length of the rear face of the body member is a strip of metal 11 the ends of which are bent about the ends of the body member and extended forwardly beyond the same and then bent inwardly and rearwardly to form loops 12, the terminals of said loops being extended along the forward inclined faces of the body member. This strip is secured in place by means of bolts or rivets 13 which are passed through the body of the strip,

through the body member 10 of the doubletree and also through the terminals of the strip 11, the same bolts thereby serving both to secure the strip to the back of the doubletree and also to secure the loops in place. This metallic strip is preferably rectangular in section throughout its length with the exception of the intermediate loop forming sections which as shown, are circular in section. Each of the loops is provided with a hook 14 by means of which swingletrees may be attached.

As a means for attaching the doubletree to a vehicle I have provided an improved clip 15 formed from a single rod of metal bent intermediate its length as at 16 and having its sides extended in spaced parallel relation, said side portions being then bent inwardly to cross each other and then rearwardly, the terminal of one side member extending in parallel spaced relation to the main portion of the other side member and in spaced relation therefrom in such a manner that the free ends of the rods are positioned one upon either side of the bight portion 16 to which, they are then secured by welding. By this means a clip is formed consisting of a pair of diverging rings connected to each other throughout a portion of their circumference. This clip is positioned upon the doubletree as best shown in Figs. 1 and 2, in such a manner that the bight portions 18 engage one upon either side of the center of the doubletree and against the inclined faces thereof, while the welded portion of the clip extends rearwardly beyond the doubletree and is provided with a ring 19 for attachment to the vehicle.

As will be readily seen strain applied to the hooks 14 will tend to cause the bight portions 18 of the clip to be drawn together, which tendency is overcome due to the fact that the inclined faces of the doubletree act to hold the said portions apart. The strain therefore merely acts to flatten the rings or loops and thus cause them to bind more tightly about the doubletree. The metallic strip 11 not only serves to reinforce the doubletree and to form loops for the attachment of the swingle-tree but also acts as a wear plate to prevent injury to the doubletree which might otherwise be caused by the ring 19.

It will therefore be seen that I have pro-

vided an extremely simple and effective form of doubletree and one which may be inexpensively manufactured.

What I claim is:—

- 5 The combination with a doubletree having rearwardly inclined forward faces, of a clip for said doubletree comprising a metallic rod bent intermediate its length with its side portions extended in parallel spaced relation, said side portions being then bent in-
10 wardly past each other and further bent rearwardly in such a manner that the end portion of one is positioned in parallel spaced relation to the side portion of the
15 other, said end portions terminating one

upon either side of the intermediate bent portions and being secured thereto by welding, said clip being positioned upon the doubletree with the resultant spaced loops thus formed bearing against the inclined faces of the doubletree one upon either side of the center thereof and with its welded portion extending rearwardly beyond the doubletree.

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

HARRY E. LIVINGSTON.

Witnesses:

W. F. McAFEE,
A. H. BOOKER.