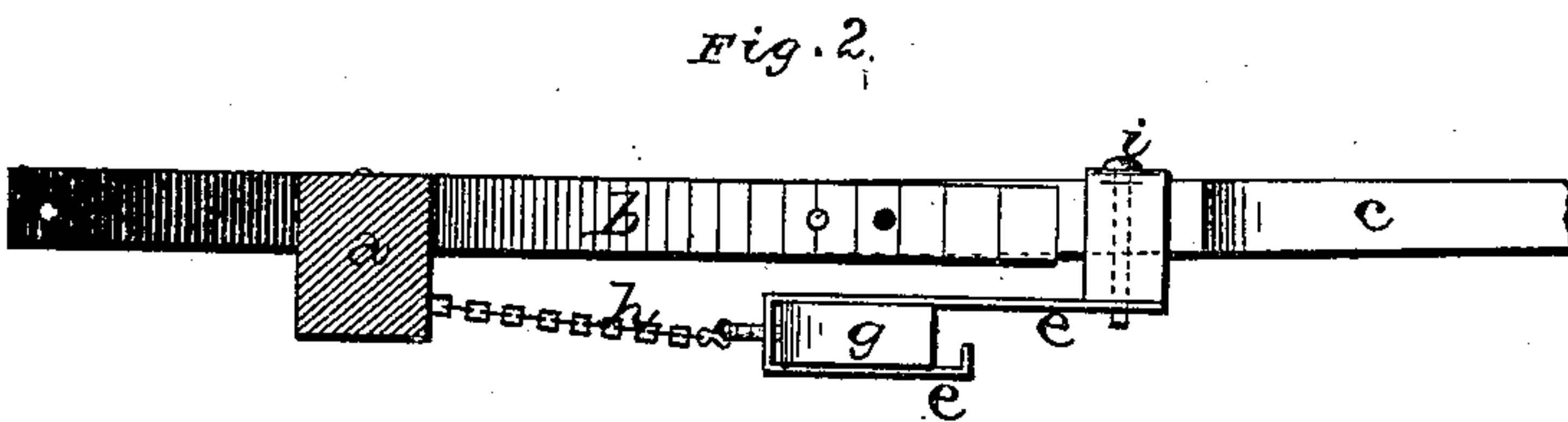
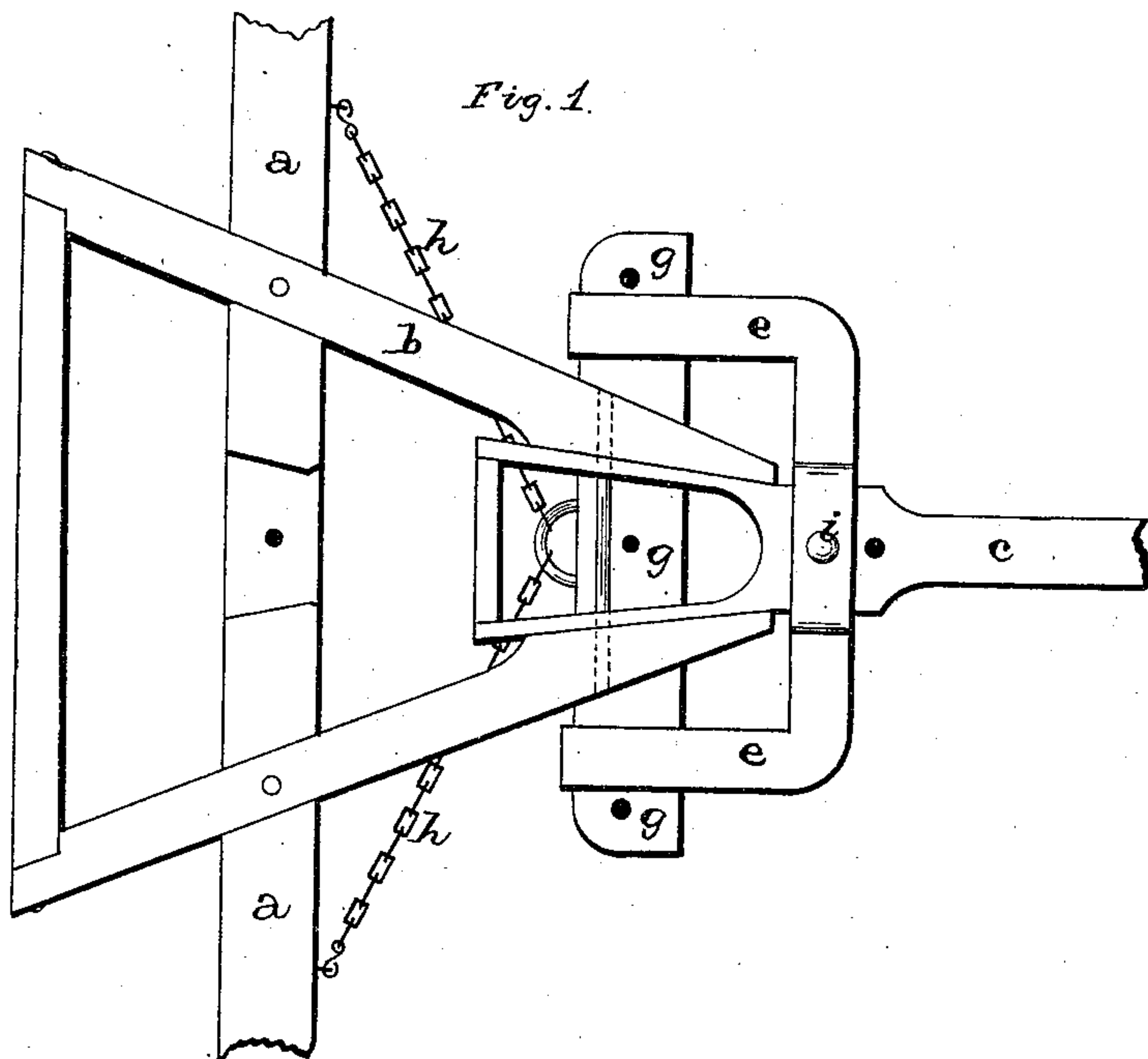


T. ANDRESS.
DRAFT ATTACHMENT FOR WAGONS.

No. 193,797.

Patented Aug. 7, 1877.



WITNESSES

J. W. Garner.
Chas. H. Kern.

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per
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UNITED STATES PATENT OFFICE.

THOMAS ANDRESS, OF AURORAVILLE, WISCONSIN.

IMPROVEMENT IN DRAFT ATTACHMENTS FOR WAGONS.

Specification forming part of Letters Patent No. **193,797**, dated August 7, 1877; application filed July 10, 1877.

To all whom it may concern:

Be it known that I, THOMAS ANDRESS, of Auroraville, in the county of Waushara and State of Wisconsin, have invented certain new and useful Improvements in Under-Draft Attachments for Wagons; 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in under-draft attachments for wagons; and it consists in the arrangement and combination of parts that will be more fully described hereinafter, whereby the draft is applied directly to the axles, the evener supported on the under side of the axle, and the tongue held firm when one wheel meets with an obstacle that increases the draft on that side of the wagon.

In the accompanying drawings, Figure 1 is a plan view of my invention. Fig. 2 is a side elevation of the same.

a represents the front axle; *b*, the hounds secured thereto, and *c* the tongue. The rear end of the tongue is made widest, and is pivoted between the two ends of the hounds in such a manner that it cannot be withdrawn unless moved vertically, and yet the outer end plays freely up and down. Pivoted upon the top of this tongue, at any suitable distance in front of the ends of the hounds, is a metallic support, *e*, in which the evener *g* is supported. To the rear side of this evener are fastened the two draft-chains, *h*, as shown, so that the draft shall be applied directly to the axle in such a manner that the tongue shall be raised upward. This support *e*, being pivoted to the

tongue by means of the bolt *i*, can turn partially around, so as to follow the movements of the horses in turning, and not only acts as a support for the evener, but also serves to keep the tongue firm when one wheel meets an obstacle which increases the draft on that side of the wagon. By placing the evener below the tongue, as already described, the draft is direct from the axle, thereby making the load much easier to draw, and causing less wear and tear upon the front wheels of the wagon. Where this evener is placed upon the top of the tongue, the draft has a tendency to depress the tongue, thereby causing a downward pressure both upon the axle and upon the horses, whereby not only is the work of pulling increased, but a greater amount of wear upon the wagon produced. Through the tongue may be made a series of holes, to adjust the support back and forth, as occasion may require.

Having thus described my invention, what I claim is—

1. A support for the evener, which is pivoted upon the tongue, and which supports the evener below the level of the tongue, so that the draft will be direct from the axle, substantially as shown.

2. The combination of the axle *a*, hounds *b*, tongue *c*, support *e*, evener *g*, and draft-chains *h*, all parts being combined to operate substantially as specified.

In testimony that I claim the foregoing I have hereunto set my hand and seal this 3d day of July, 1877.

THOMAS ANDRESS. [L. S.]

Witnesses:

THOS. C. RYAN,
ISAAC SAPOR, Jr.