

(No Model.)

F. EGGEN.
DRAFT EVENER.

No. 600,218.

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Fig. 1.

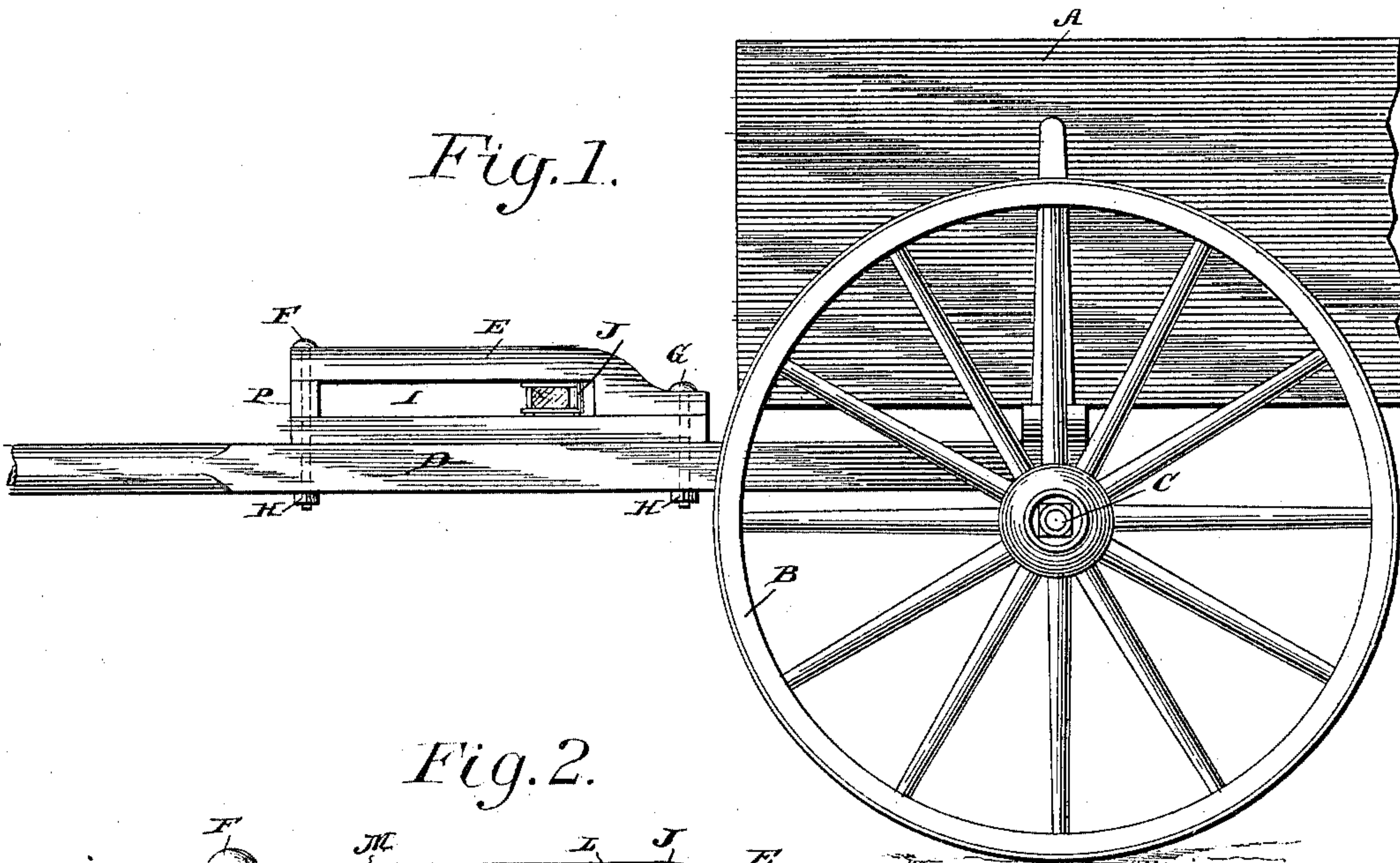


Fig. 2.

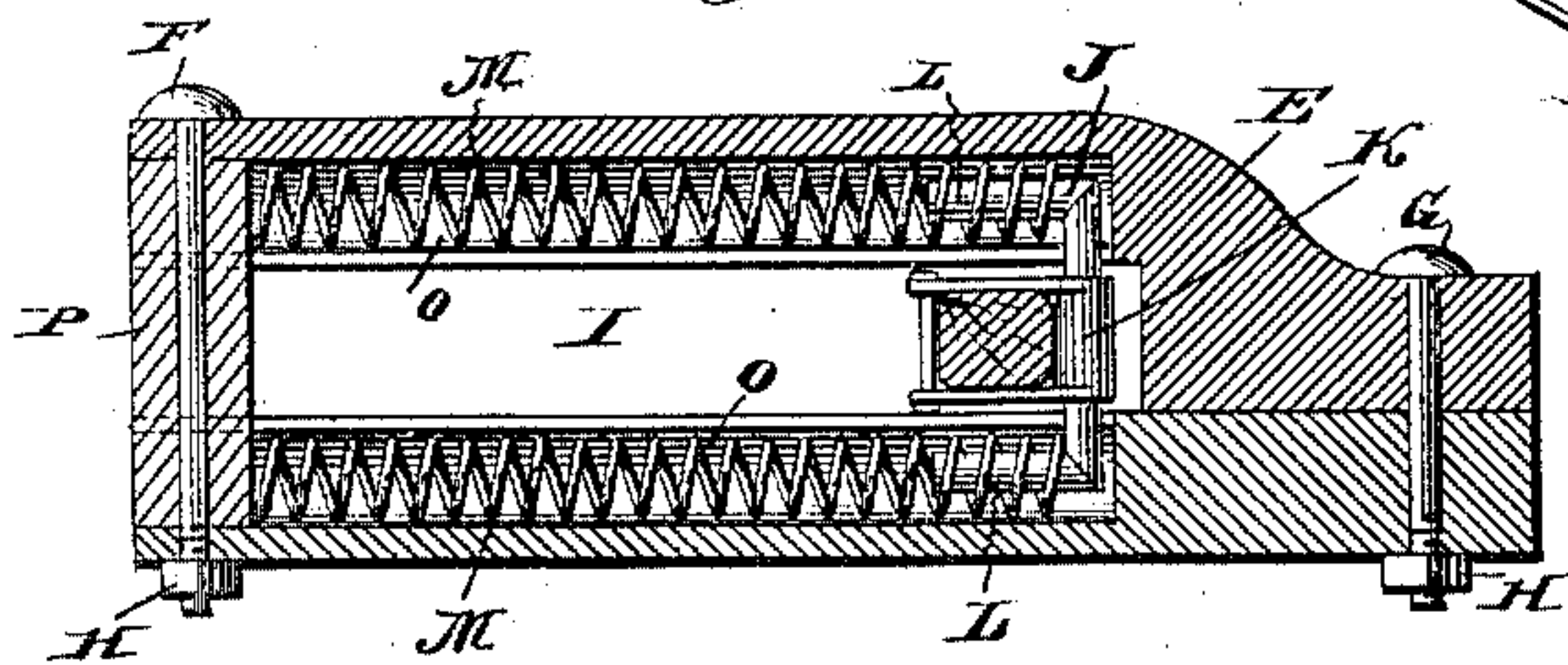
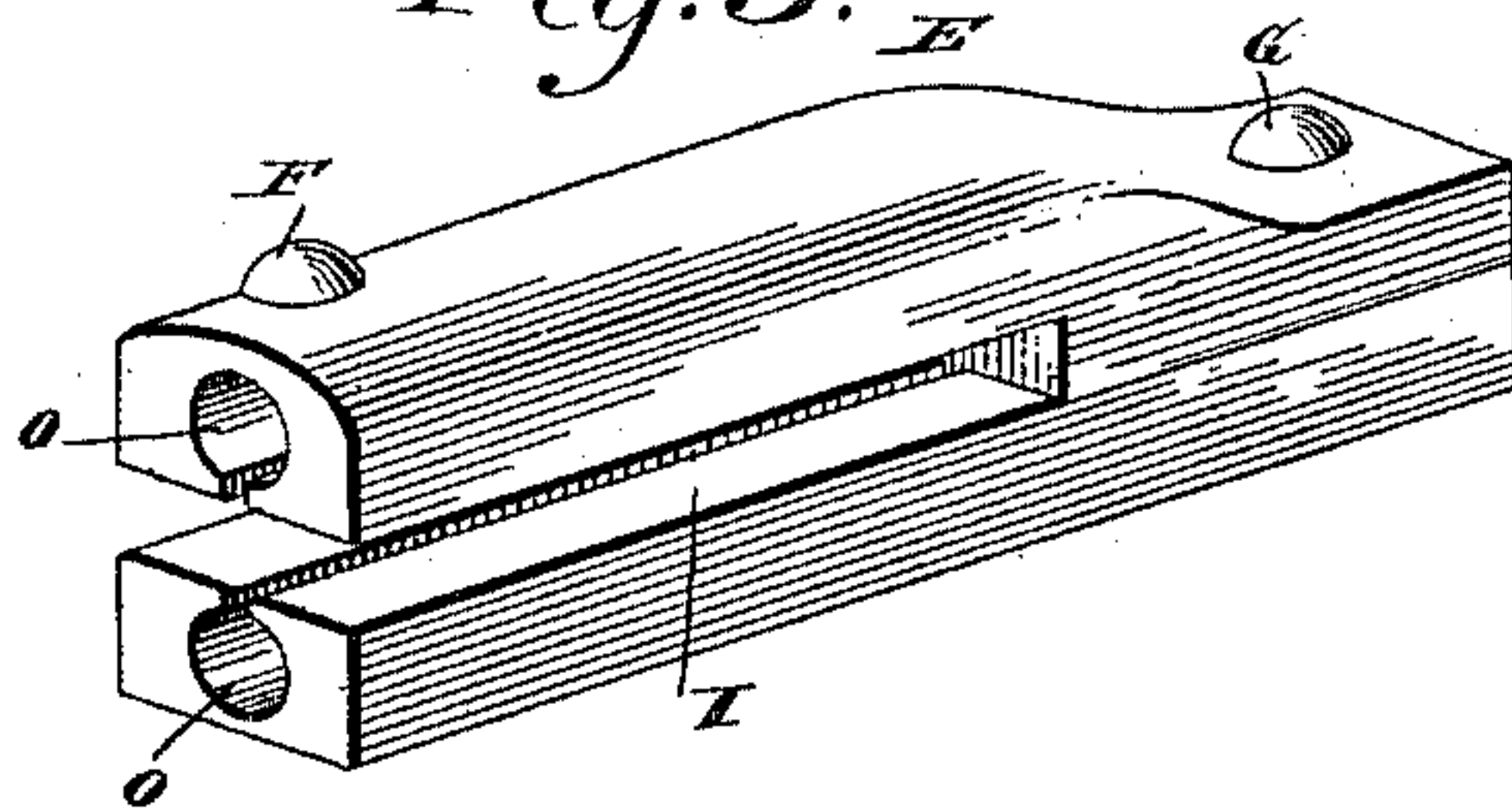


Fig. 3.



Witnesses

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FREDERICK EGGEN, OF MALMO, MINNESOTA.

DRAFT-EVENER.

SPECIFICATION forming part of Letters Patent No. 600,218, dated March 8, 1898.

Application filed September 21, 1897. Serial No. 652,505. (No model.)

To all whom it may concern:

Be it known that I, FREDERICK EGGEN, residing at Malmo, in the county of Aitkin and State of Minnesota, have invented a new and useful Draft Evener and Equalizer, of which the following is a specification.

My invention has relation to wagon-pole attachments, and more particularly to an equalizing device or evener.

10 An object of the invention is to provide an evener the parts thereof being so arranged that there will be no possibility of the tugs slipping off the hooks of the whiffletree.

15 A further object of the invention is to provide an evener the parts thereof being so arranged that the tugs will be prevented from slipping off the hooks of the singletree, and also to provide means whereby there will be no possibility of the whiffletrees striking the
20 horses' feet when descending a hill.

With these and other objects in view my invention consists in certain novel features of construction and in combinations and arrangements of parts that will be hereinafter
25 more fully described, and then specifically pointed out in the claims.

In order that my invention may be fully understood, I will proceed to describe the same with reference to the accompanying drawings, in which—

30 Figure 1 is a side elevation of a wagon, showing my device in operative position. Fig. 2 is a sectional view, and Fig. 3 is a perspective view of the casing carrying the operating mechanism.

The same letters of reference will indicate like parts wherever they occur throughout the several views.

40 In the practical embodiment of my invention I have shown a wagon A, the same being provided with the wheels B, carried by the axle C, and D indicates the tongue or pole of the wagon. Secured to the pole near the rear end and in front of the fore part of the
45 wagon is a casing E, the same being secured to the pole of the wagon by means of bolts F G, passing through openings on the front and rear portions thereof, said bolts being adapted to receive locking-nuts H on the under side
50 of the pole.

I indicates a central opening extending through the central portion of said casing,

this opening being adapted to receive a boxing J, through which the doubletree extends. Secured to the rear portion of this boxing and
55 preferably formed integral therewith is a cross-bar K, having the forwardly-extending legs L, adapted to enter the open ends of two coil-springs M, arranged within the openings
60 O, the opposite ends of said springs bearing against the partition P in the front portion of the casing, this partition being placed in position after the coil-springs have been arranged within the openings adapted to receive
65 the same, the bolt F passing through this partition and being secured at its lower end, as already described. Connected to the doubletree are the usual singletrees, (not shown,) to which are secured the ordinary traces now
70 in use.

As the horses are being started, the doubletree passing through the boxing E will be forced forward, thereby contracting the coil-springs and preventing the sudden strain
75 usually necessary to start the load. When the horses are about to descend a hill, the coil-springs will force the boxing carrying the doubletree in the opposite or rear direction and will thereby hold the tugs or traces in the desired position, thus preventing any
80 possibility of the singletrees striking against the feet of the horses and also preventing the vehicle running or bearing against said horses.

85 The invention is very simple in construction, and the parts are so arranged that the same can be attached to any of the ordinary poles of vehicles that are now in general use.

By reason of the peculiar arrangement of coil-springs within the openings of the casing
90 and the cross-bar carrying the boxing through which the doubletree is intended to pass an even pull will always be had on the traces or tugs of the harness.

The device is automatic in action, and should any of the several parts thereof become injured in any way they can be easily removed and replaced by loosening the bolt
95 at the front end of the casing and removing the partition, so that access can be had to the interior parts of the device.
100

Various slight changes might be made in the forms, constructions, and arrangements of the parts described without departing from

the spirit and scope of my invention. Hence I do not care to limit myself to the exact construction herein set forth, but consider myself entitled to all such changes as may fall
5 within the spirit and scope of my invention.

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

1. The combination with a vehicle of a casing secured thereto having the open central
10 portion, said casing being formed in sections and provided with openings for the reception of the coil-springs, a cross-bar in the rear of said casing having the forwardly-extending
15 legs to enter the rear part of said springs, said cross-bar being provided with a boxing on its front portion adapted to receive the doubletree, as and for the purpose set forth.

2. The combination with a vehicle of the

casing secured to the pole thereof, said casing 20 being provided with the central opening, the coil-springs arranged on opposite sides thereof, a cross-bar in the rear portion of the casing having the forwardly-extending legs to enter the rear part of the springs, said cross- 25 bar being provided with a boxing adapted to receive the doubletree, the partition in the front portion of the clevis or casing to limit the forward movement of the coil-springs arranged within said casing, and the locking- 30 bolts provided with the ends adapted to secure the several parts together, as and for the purpose set forth.

FREDERICK EGGEN.

Witnesses:

CHRIST JOHNSON,
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