

No. 758,788.

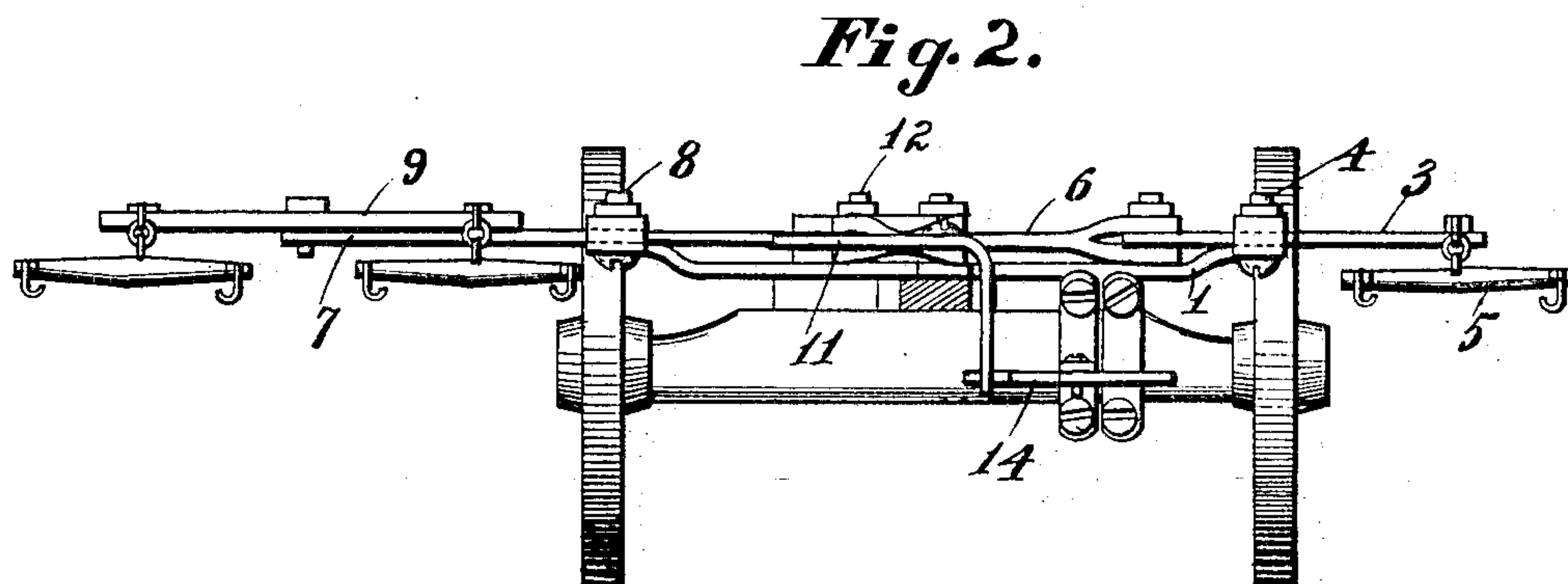
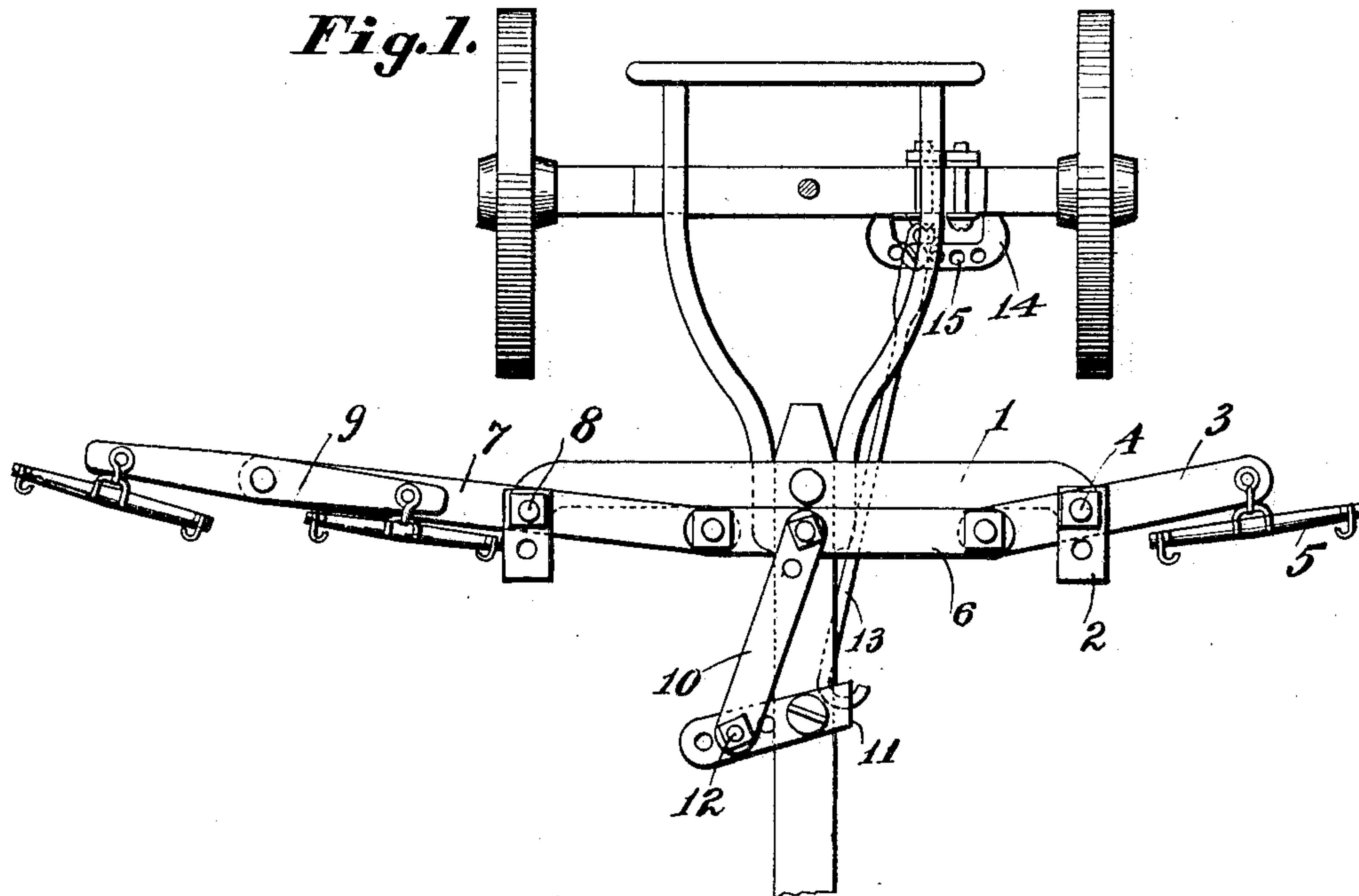
PATENTED MAY 3, 1904.

D. J. SHYNE.
EQUALIZER OR TRIPLETREE.

APPLICATION FILED FEB. 15, 1904.

NO MODEL.

2 SHEETS—SHEET 1.



Attest:

Stanley J. Turreff

Edw. L. Dillon

Inventor:
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Att'y.

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2 SHEETS—SHEET 2.

Fig. 3.

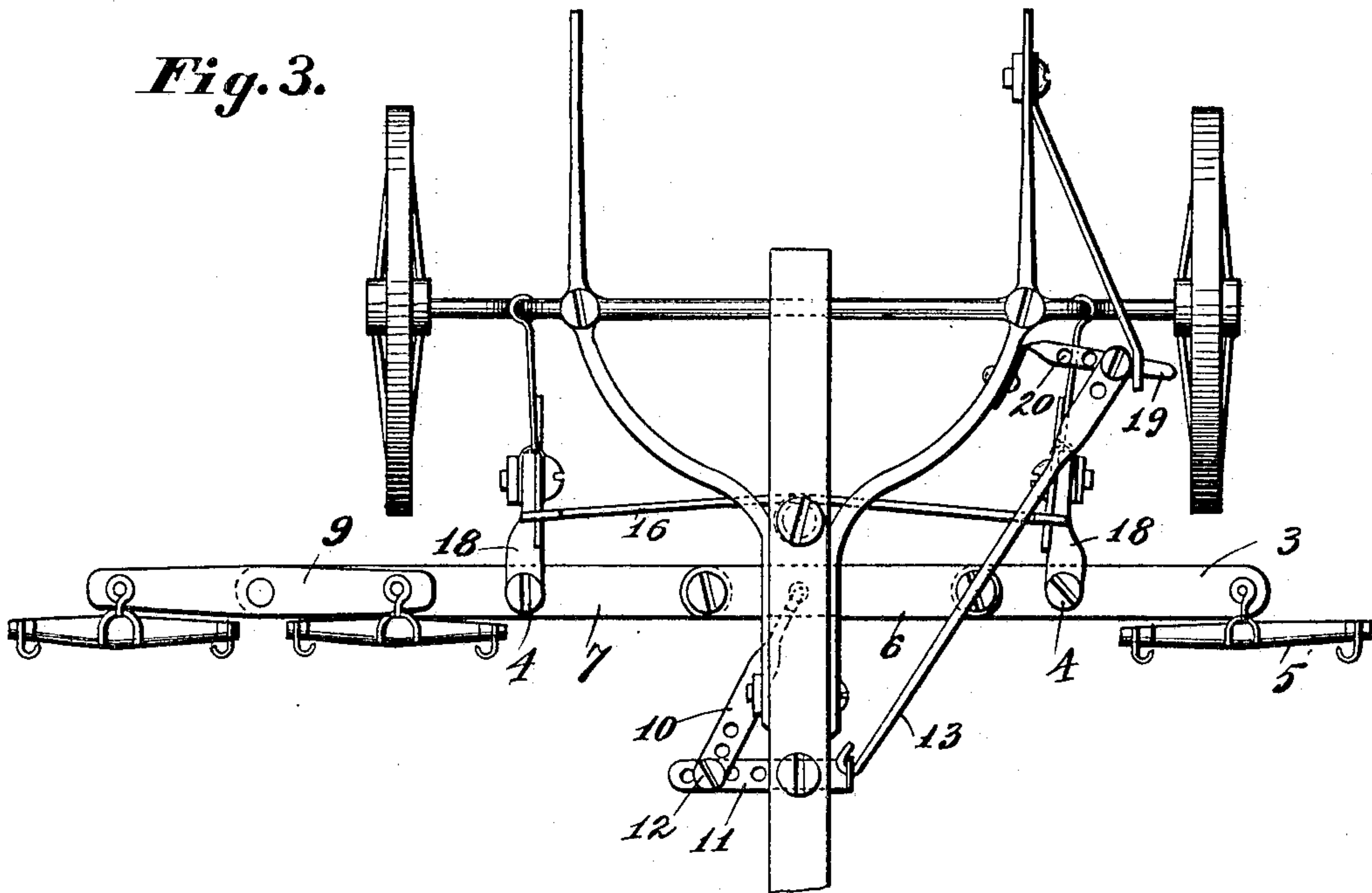
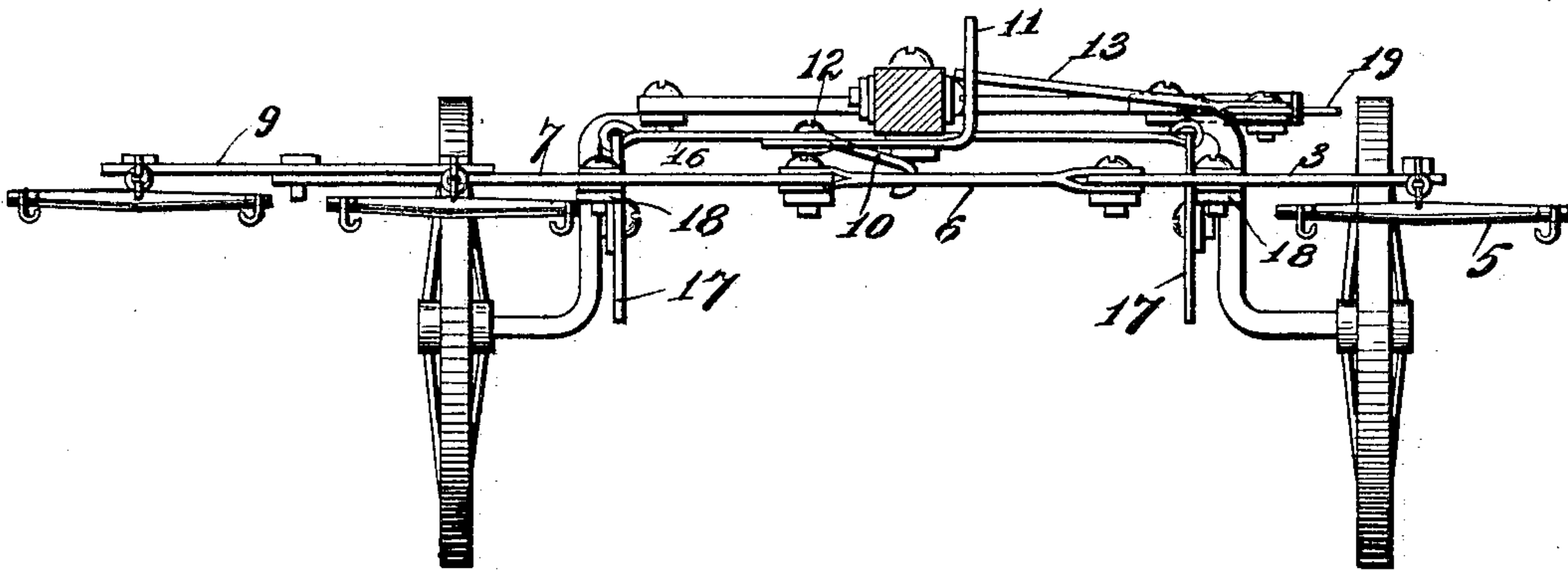


Fig. 4.



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UNITED STATES PATENT OFFICE.

DAVID J. SHYNE, OF FRANKFORT, KANSAS.

EQUALIZER OR TRIPLETREE.

SPECIFICATION forming part of Letters Patent No. 758,788, dated May 3, 1904.

Application filed February 15, 1904. Serial No. 193,516. (No model.)

To all whom it may concern:

Be it known that I, DAVID J. SHYNE, a citizen of the United States, and a resident of Frankfort, Kansas, have invented new and useful Improvements in Equalizers or Tripletrees, of which the following is a specification.

This invention relates to equalizers or tripletrees; and it consists of the novel construction, combination, and arrangement of parts hereinafter shown, described, and claimed.

The object of my present invention is to provide an equalizer or tripletree adapted for use with different classes of vehicles and provided with a compensating device which is adjustable in order to regulate the side draft to the vehicle.

The drawings show the device connected to a wagon and to a cultivator.

Figures 1 and 2 are top and front views, respectively, of the device on a wagon. Figs. 3 and 4 are similar views of the device on a cultivator.

For mounting the equalizer on a wagon a suitable support, such as 1, is pivoted upon the tongue and is preferably provided with forward extensions 2 at its ends, said extensions having a number of openings or bolt-holes for receiving pivot-pins and the like. To one end of the support 1 the short single-horse lever 3 is pivoted by means of the bolt or pin 4, which may be of the construction shown or an ordinary clevis-pin. The swingletree 5 is attached to the outer end of the lever 3, and the inner end of said lever is pivoted directly to the compensating lever 6.

7 denotes the lever on the other end of the support 1, pivoted thereto by a bolt or pin 8 of any preferred type, and on the outer end of said lever 7 the doubletree 9 is mounted. The inner end of the lever 7 is pivotally connected to the compensating member 6 alike with the lever 3. The length of the inner ends of the levers 3 and 7 inside their respective fulcrum-pins equalizes the power of the one horse drawing on the lever 3 with the power of the two horses drawing on the lever 7.

10 indicates a link pivoted to the member 6 midway of the ends of the support 1 and having a series of holes for the reception of the

pivot-pin, so that the link may be arranged in different positions. The front end of the link 10 is connected to a bracket 11, pivotally mounted on the vehicle-tongue and having one end projecting toward the two horses. A number of holes are formed at regular intervals through the laterally-projecting end of the bracket for the reception of the pivot-pin or bolt 12, by which the link 10 is connected thereto and permitting various adjustments of the link as required to regulate the power. The opposite end of the bracket projects vertically and has a link-rod 13 connected thereto and leading to another bracket 14, adjustably mounted on the wagon-axle. A series of holes 15 is formed through the bracket 14, so that the link-rod 13 may be properly adjusted as required to regulate the side draft.

The modified construction shown in Figs. 3 and 4 adapts the device for a cultivator and the like, and the cross connection 16, which retains the usual vertical hangers 17 from lateral movement, dispenses the necessity of the support 1 used in connection with a wagon. The levers 3 and 7 are connected with the hangers 17 by brackets 18 of any preferred construction. As a substitute for the form of the bracket 14 used on the wagon I make use of a properly-braced arm 19, attached to the cultivator-arch and having a series of holes 20 for the same purpose as the holes 15. The further operation and relative movements of the parts will be readily comprehended by those familiar with this class of invention.

I claim—

1. An equalizer comprising a central lever, a support, end levers pivoted to the support and central lever, and a connection leading from the central lever to the vehicle-axles, substantially as specified.

2. An equalizer comprising a central lever, a support, end levers pivoted to the support and central lever, a bracket on the vehicle-tongue, and a link connecting the central lever and bracket, substantially as specified.

3. An equalizer consisting of a support, a central lever, end levers pivoted to the central lever and support, a bracket on the vehicle-tongue, a link connecting the central lever

and bracket, and a link extending from the bracket to the vehicle-axle, substantially as specified.

4. An equalizer comprising a support, a
5 central lever independent of the support, end
levers pivoted to the support and central lever,
a bracket on the vehicle-tongue, a link connecting the central lever and bracket, a bracket
on the vehicle-axle, and a link connecting both
10 of said brackets, substantially as specified.

5. An equalizer comprising a central lever,
end levers pivoted thereto, fulcrum devices

for the end levers, a link pivoted to and forming a fulcrum for the central lever, a bracket
for holding the link, a bracket on the vehicle- 15
axle at one side of the vehicle-tongue and a
link connecting both of said brackets, substantially as specified.

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

DAVID J. SHYNE. [L. s.]

Witnesses:

M. F. PERLL,

C. RAKESTRAW.