

(Model.)

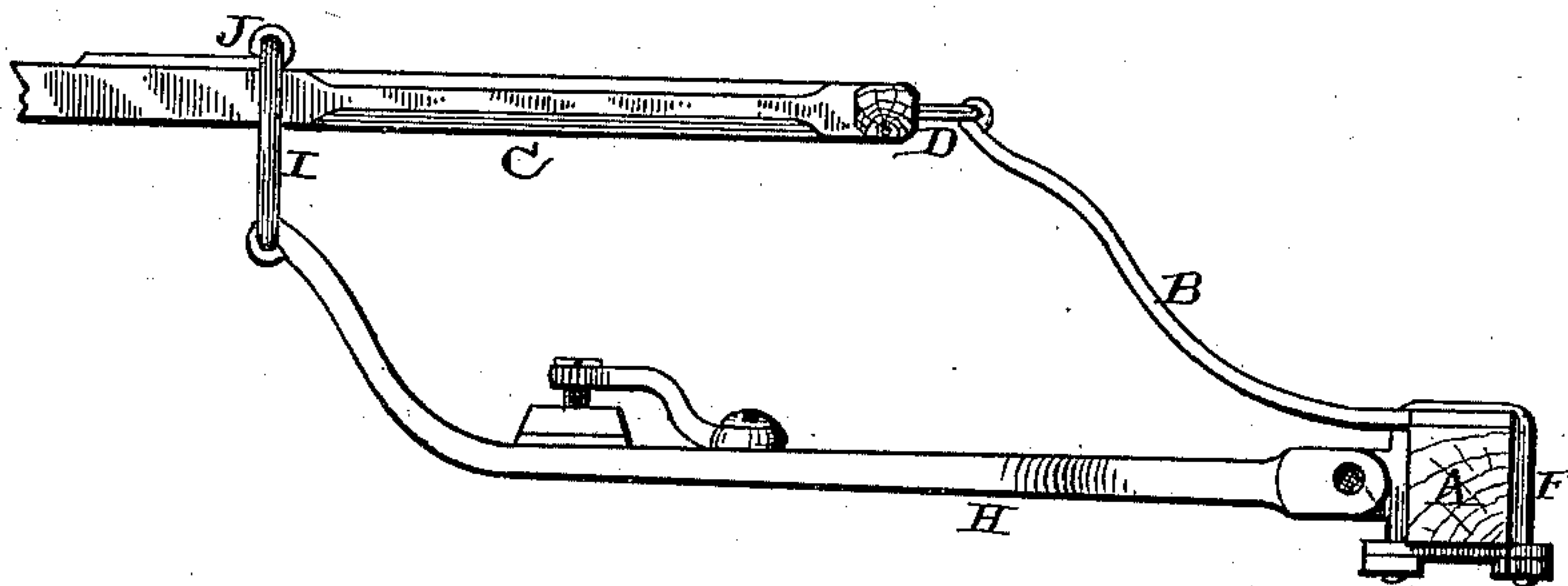
D. D. DECKER.

DRAFT ATTACHMENT FOR VEHICLES.

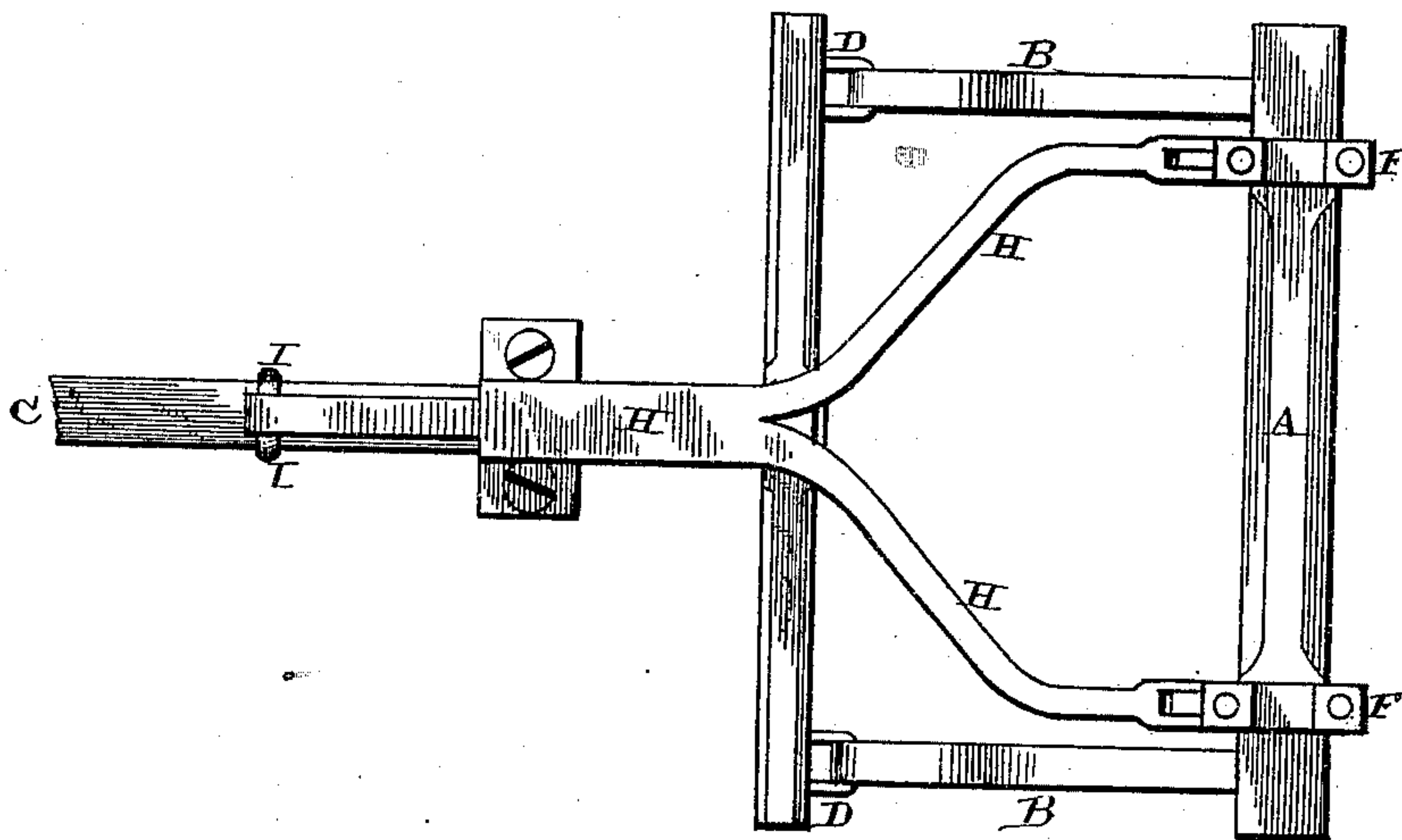
No. 257,296.

Patented May 2, 1882.

*Fig. 1.*



*Fig. 2.*



WITNESSES.

W. H. Mortimer.  
W. H. Kern.

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# UNITED STATES PATENT OFFICE.

DANIEL D. DECKER, OF ST. CATHARINE, MISSOURI.

## DRAFT ATTACHMENT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 257,296, dated May 2, 1882.

Application filed January 20, 1882. (Model.)

*To all whom it may concern:*

Be it known that I, DANIEL D. DECKER, of St. Catharine, in the county of Linn and State of Missouri, have invented certain new and  
5 useful Improvements in Draft Attachments; 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,  
10 reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in draft attachments for vehicles; and it consists in a suitable rod or attachment which is forked  
15 or pronged at its rear end, so as to be pivoted directly to the axle, and which has its front end attached to the tongue by means of a loose coupling-link, as will be more fully described hereinafter.

20 The object of my invention is to provide a draft rod or attachment to which the double-tree is secured about on a level with the axle, so that the draft of the team will be applied as nearly as possible on a direct line with the  
25 axle, and thus remove all strain from the springs and upper portion of the running-gear, to which the tongue is fastened.

Figure 1 is a side elevation of my invention. Fig. 2 is an inverted view of the same.

30 A represents the axle, and B the springs, to which the rear end of the pole-tongue C is fastened by means of the links D.

Secured to the axle, near each one of the springs, is a suitable clip, F, which has a suitable ear or projection, G, formed on its front  
35 side, and to these two projections is pivoted the draft-rod H, which has its rear end pronged, as shown. This draft-rod extends forward about parallel with the pole, and has its front  
40 end fastened to the tongue by means of the

loose link I and the holding device J, or by an eyebolt or slide. Upon the top of this draft-rod, just at the rear of the point where it curves upward, is the double-tree.

When the draft is applied to the vehicle it  
45 is applied in, or almost in, a direct line with the axle, and thus all strain is removed from the springs or upper portion of the running-gear, and the draft is lessened by fully one-third. When an upward pull is exerted upon the  
50 draft-rod, it being pivoted to the axle, and being connected to the tongue by means of the link, causes the front end of the tongue to be raised correspondingly upward, so as to relieve the necks of the horses from the down-  
55 ward pull which is exerted upon them.

I am aware that the tongue has been secured directly to the springs, and this I disclaim. Never, however, has the tongue been  
60 connected to the springs and used in connection with a draft-bar that is fastened at one end to the axle and at the other to the tongue.

Having thus described my invention, I claim—

The combination, in a platform-wagon, of  
65 the draft-rod H, having its front end turned upward, as shown, and connected to the tongue C by a single link, I, and fastening device J, which is secured to the tongue, with the tongue C, which is secured at its rear end to the  
70 springs B, the rear end of the draft-rod being bifurcated, so as to be secured to the two clips F on the axle A, substantially as shown and described.

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

DANIEL DEYOE DECKER.

Witnesses:

LOMIS KNIGHT,  
J. R. CRAMPTON.