

No. 704,976.

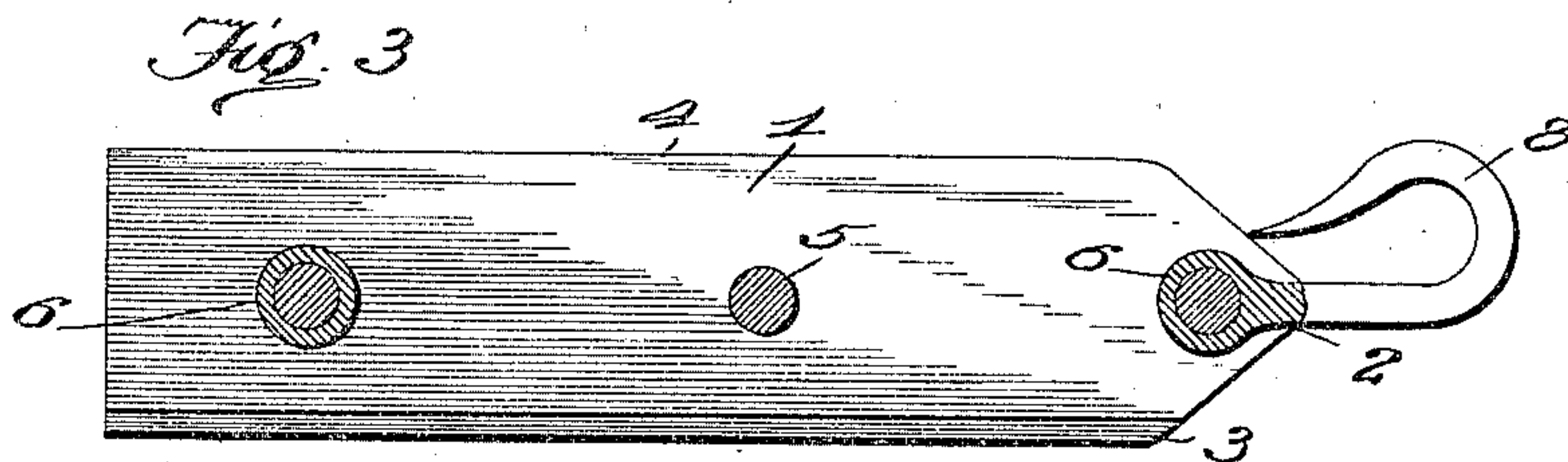
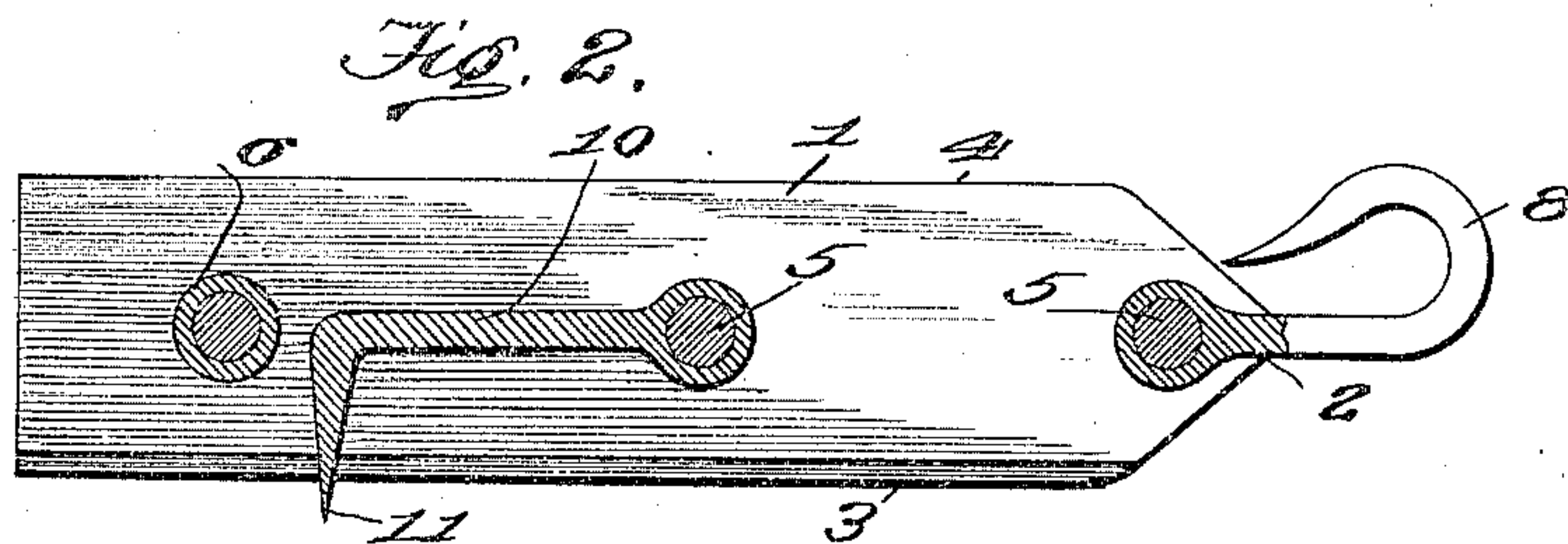
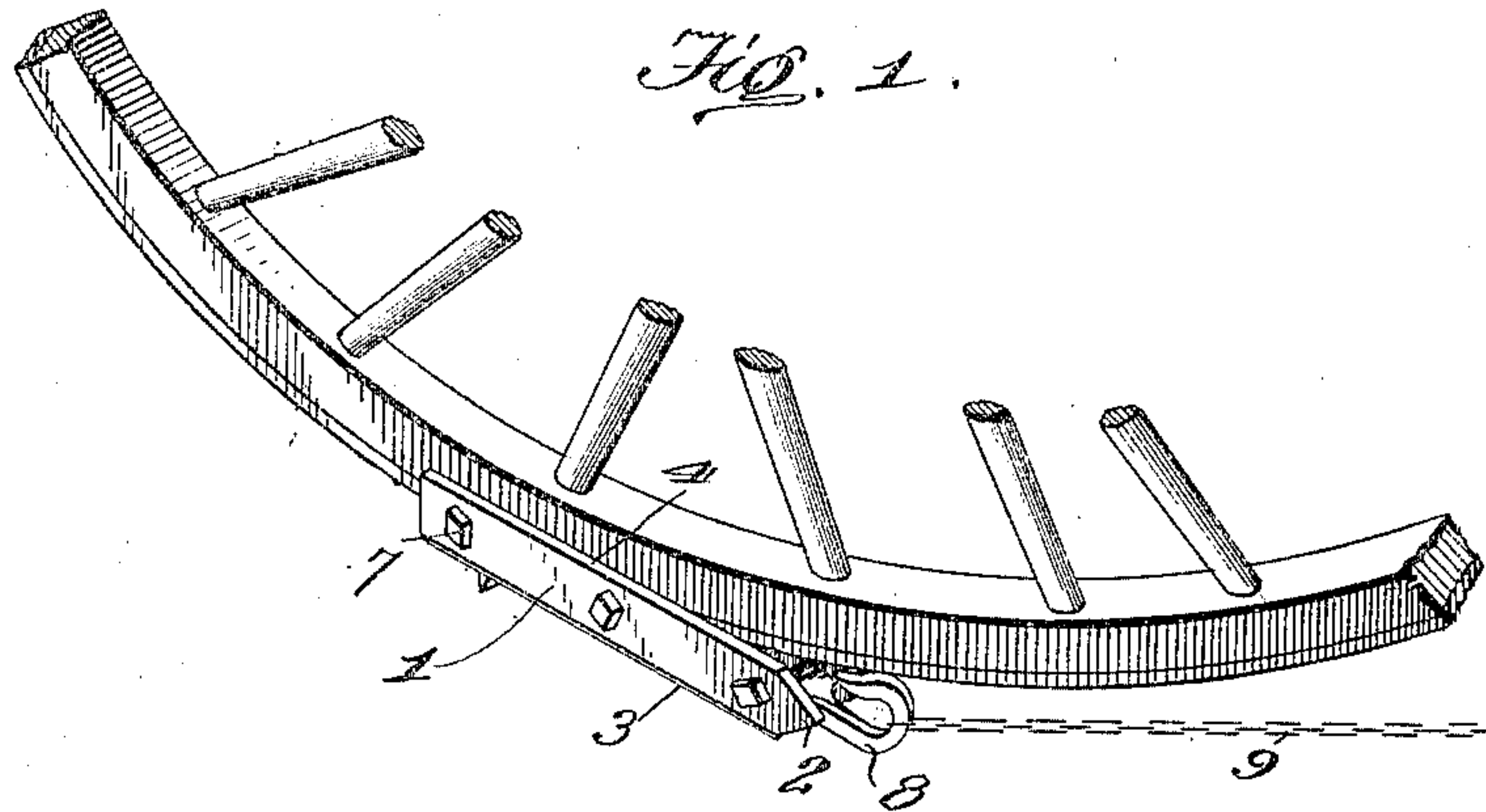
Patented July 15, 1902.

S. S. STANLEY.

VEHICLE DRAG.

(Application filed Apr. 7, 1902.)

(No Model.)



Witnesses
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UNITED STATES PATENT OFFICE.

SIMON S. STANLEY, OF TYRONE, PENNSYLVANIA.

VEHICLE-DRAG.

SPECIFICATION forming part of Letters Patent No. 704,976, dated July 15, 1902.

Application filed April 7, 1902. Serial No. 101,808. (No model.)

To all whom it may concern:

Be it known that I, SIMON S. STANLEY, a citizen of the United States, residing at Tyrone, in the county of Blair and State of Pennsylvania, have invented certain new and useful Improvements in Vehicle-Drags; and I do 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.

The invention relates to a vehicle-drag.

The object of the invention is to provide a drag of this character by means of which sluing of the vehicle when snow and ice are upon the ground is entirely prevented and its longitudinal slipping movement downhill may be retarded, the device being also capable for use in the summer, when the ground is uncovered with snow and sleet.

With the above and other objects in view, which will readily appear as the nature of the invention is better understood, said invention consists in certain novel features of construction and combination and arrangement of parts, which will be hereinafter fully described, defined in the appended claim, and illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of a section of a vehicle-wheel, illustrating the application of my invention. Fig. 2 is a longitudinal vertical sectional view through the same parts, the checking device being shown adjusted to project below the side pieces of the drag, and thus retard or check the movement of the vehicle downgrade. Fig. 3 is a view similar to Fig. 2, the checking device being removed, illustrating the application of the invention for use on roads not covered with ice and sleet, or, in other words, for summer use.

In the drawings, 1 denotes the side pieces of the drag arranged parallel and having pointed forward ends 2, sharpened lower edges 3, and dull or blunt upper edges 4. These side pieces are connected by bolts 5, which pass through spacing-sleeves 6 and are provided with nuts 7 for clamping the side pieces of the drag firmly to the ends of the sleeves. The forward sleeve may be provided or formed with a hook 8, which may be con-

nected by a chain 9 to the forward axle of the vehicle.

10 denotes a checking device which is carried by or formed integral with the intermediate sleeve and consists of a hook 11, which is adapted to penetrate the snow and ice and prevent the longitudinal slipping of the vehicle in going down grades. The depth of penetration of this hook is limited by the intermediate bolt and nut. This is accomplished by adjusting the free end of the hook to the position desired and then firmly clamping the intermediate nut which binds the intermediate sleeve tightly against the inner faces of the side pieces of the drag and holds the hook in the desired adjustment. It is evident that when the wheel is engaged between the side pieces of the drag and the lower sharpened edges are used to prevent sluing of the vehicle these edges will cut through snow and ice, and thus check sidewise movement of the vehicle when being drawn along roads having a side pitch.

In the summer or those seasons of the year when there is neither ice nor snow the blunt or dull edges of the side pieces will be brought into action and will prevent the sluing of the vehicle. When the device is used in this manner, it is of course understood that the intermediate bolt and nut are removed and the checking device removed from between the side pieces, or, if desired, the checking device may be reversed, so that its free or pointed end will act in conjunction with the blunt or dull edges of the side pieces in the same manner as they did in connection with the sharp edges.

From the foregoing description, taken in connection with the accompanying drawings, it is thought that the construction, operation, and advantages of my improved vehicle-drag will be readily apparent without requiring a more extended explanation.

Various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

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

A vehicle-drag comprising parallel plates the lower edges of which are sharpened and the upper edges of which are arranged in a horizontal plane throughout their entire
5 lengths, said plates being pointed at one end, sleeves located between the plates, a checking device in the form of a hook made integral with one of said sleeves and bolts passed through said sleeves and provided with nuts,
10 the nuts being adapted to clamp the plates

to said sleeves and to hold the hook in its adjusted position, substantially as set forth.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

S. S. STANLEY.

Witnesses:

R. J. GOODALL,
JAS. T. OWENS.