

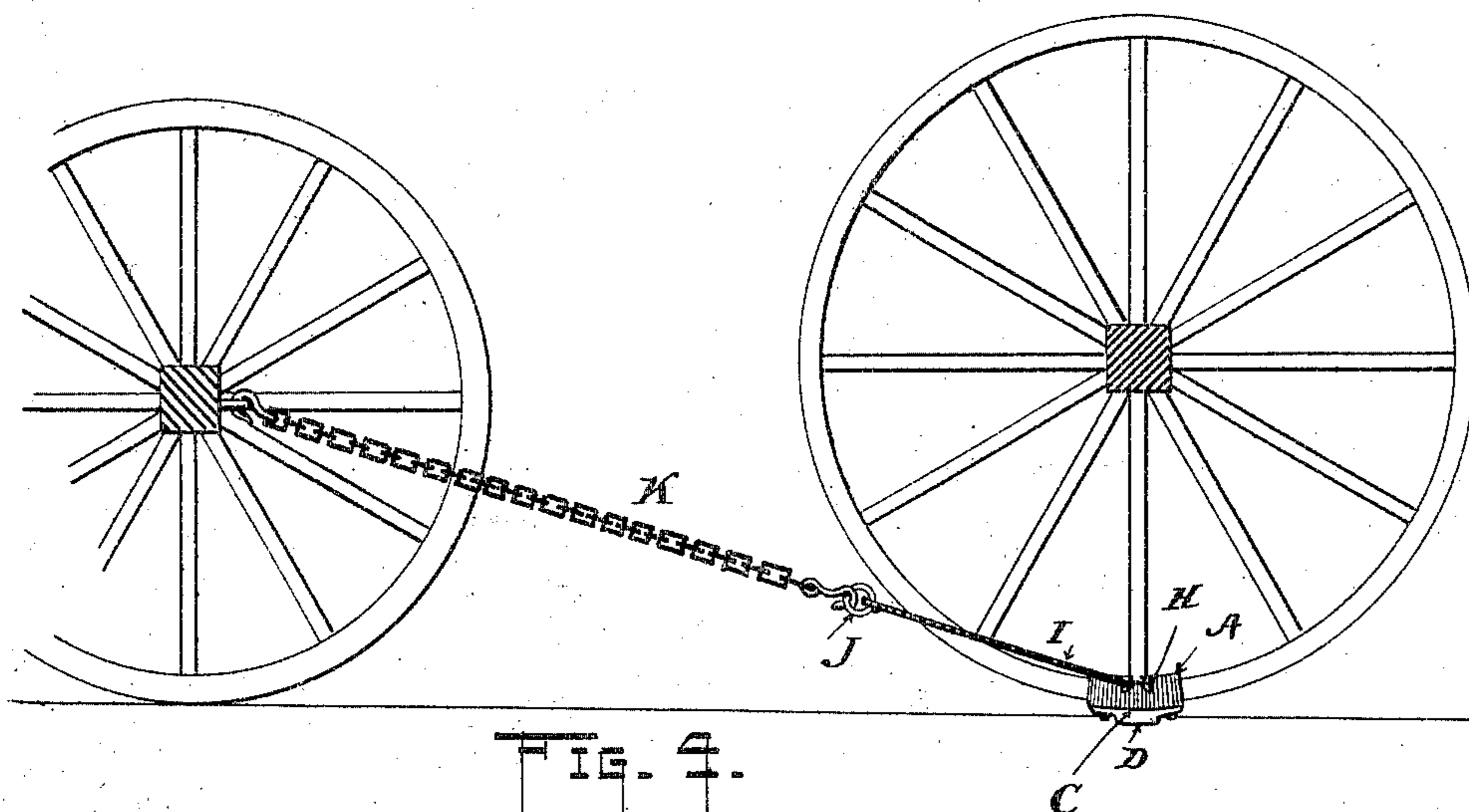
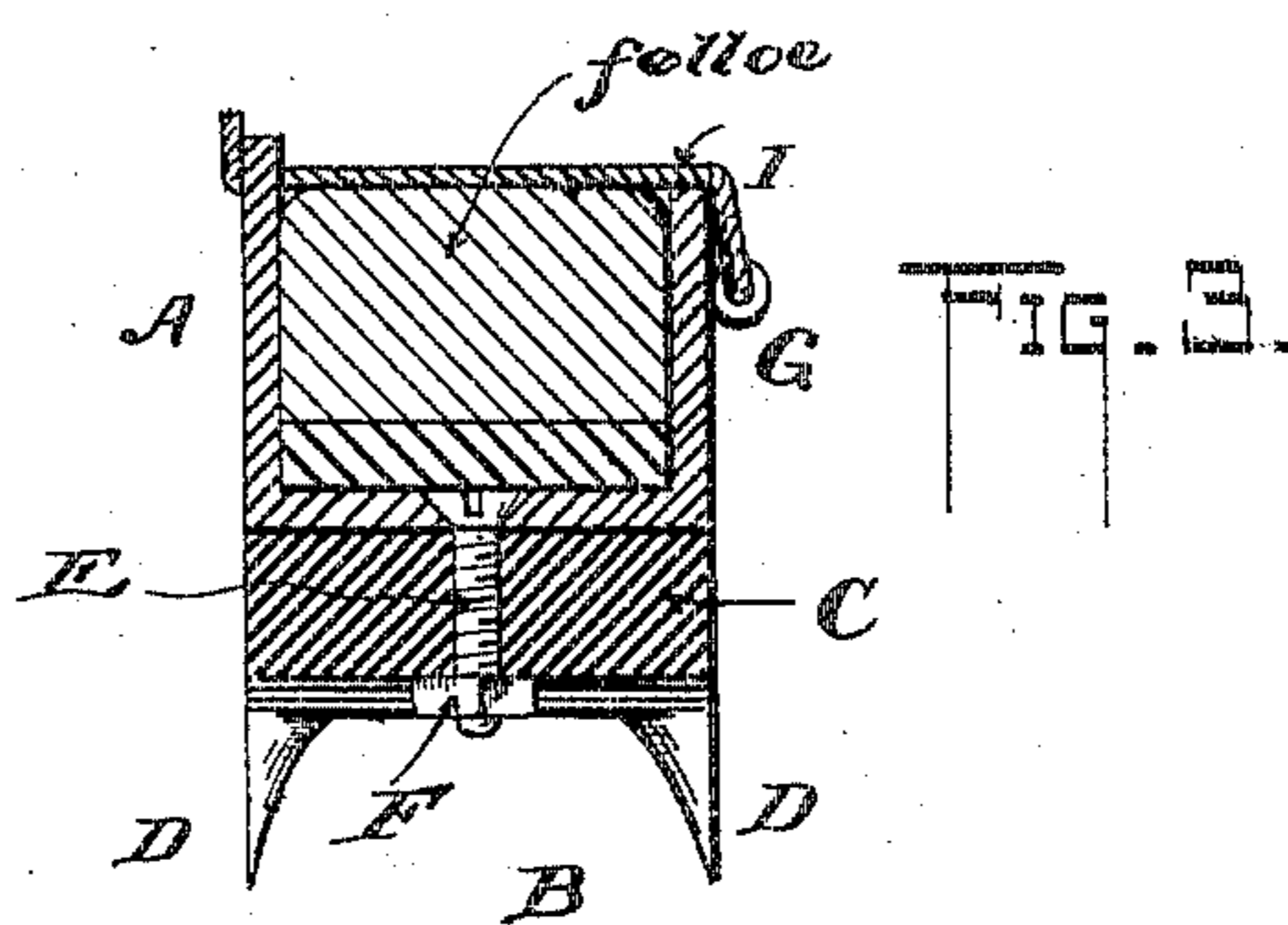
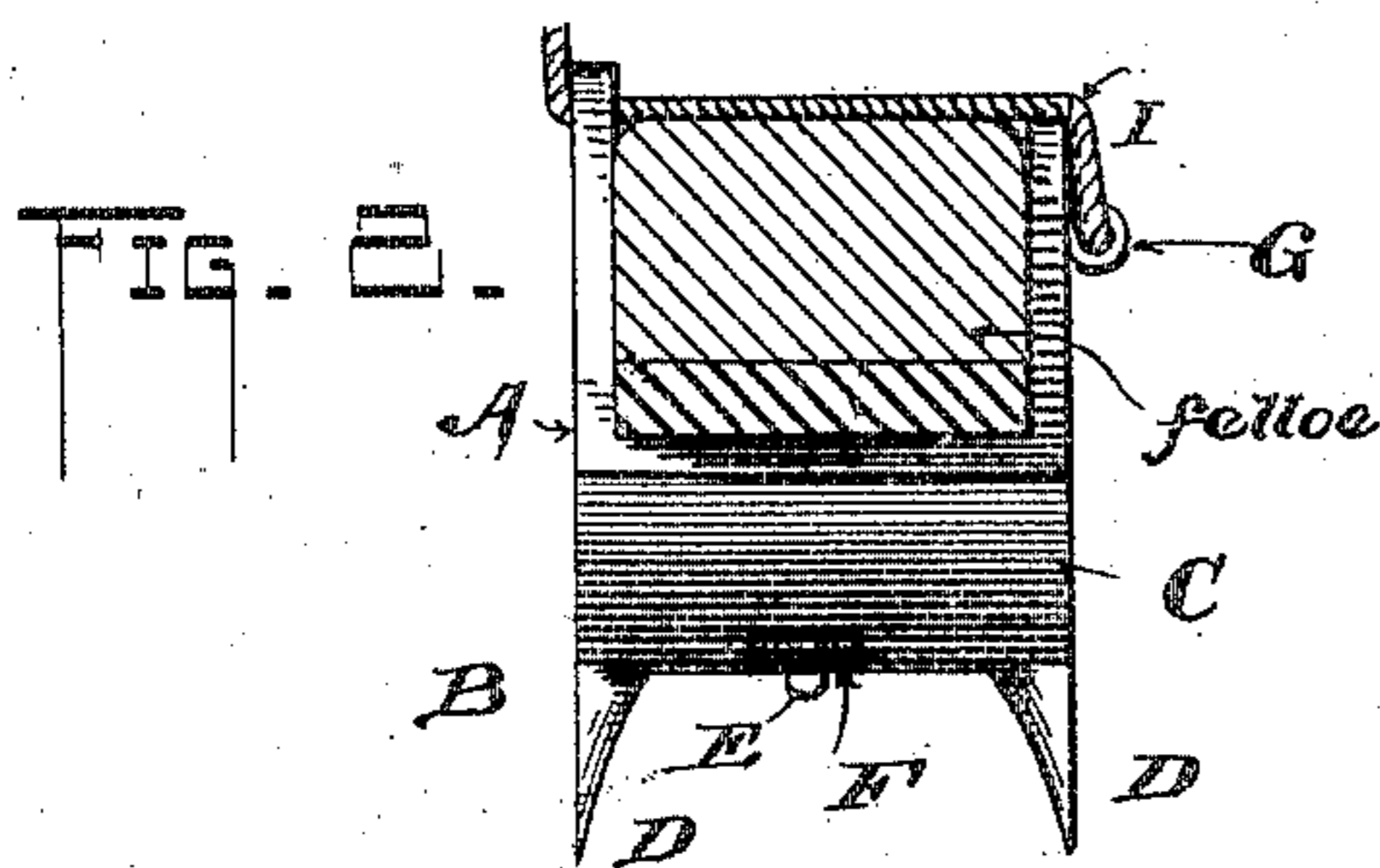
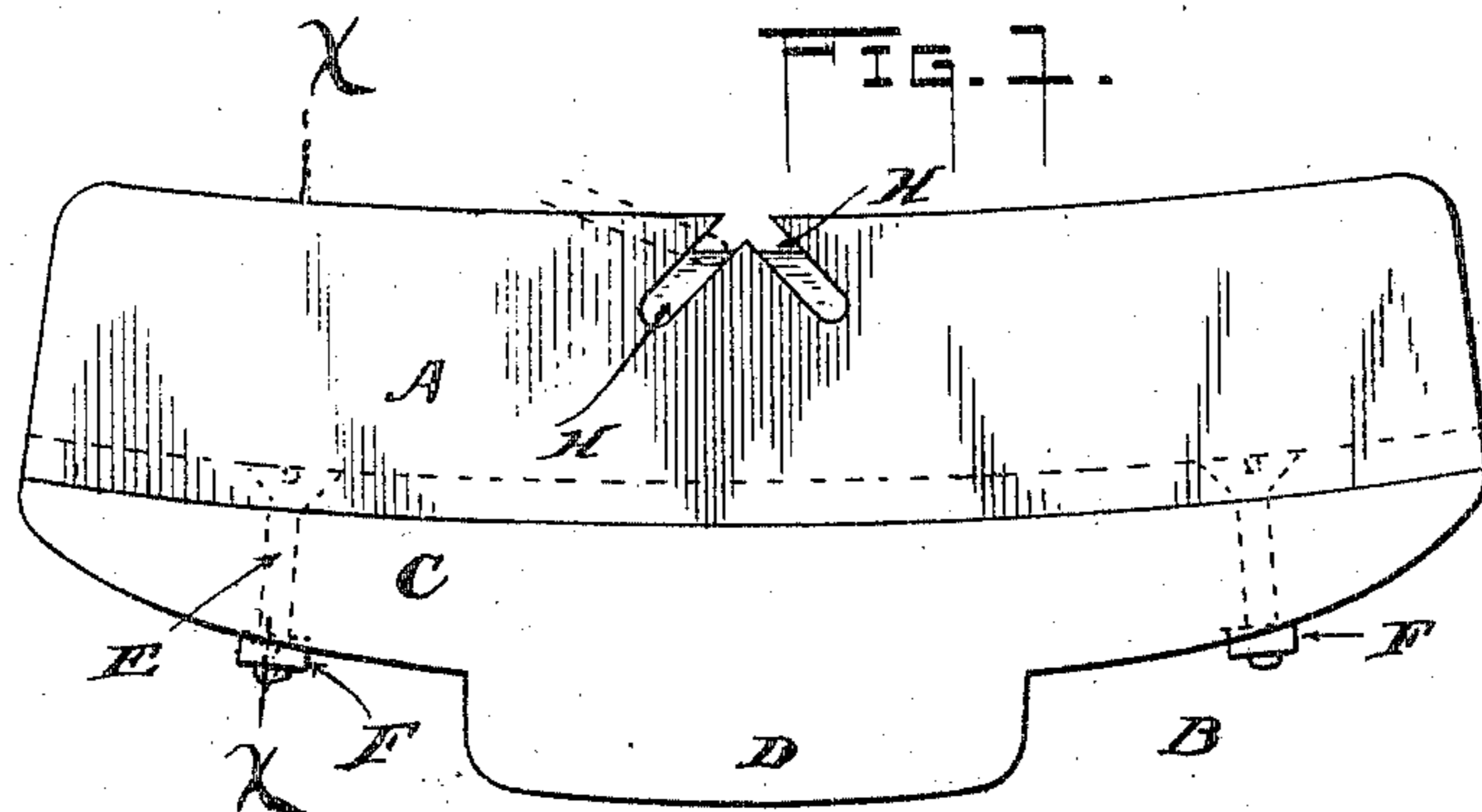
No. 776,510.

PATENTED DEC. 6, 1904.

J. GRABER & G. P. KAHLER.
DRAG FOR WAGONS.

APPLICATION FILED MAR. 4, 1904.

NO MODEL.



WITNESSES
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UNITED STATES PATENT OFFICE.

JACOB GRABER, OF DELEVAN, AND GOTTLIEB P. KAHLER, OF ARMINGTON,
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DRAG FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 776,510, dated December 6, 1904.

Application filed March 4, 1904. Serial No. 196,638. (No model.)

To all whom it may concern:

Be it known that we, JACOB GRABER, residing at Delevan, and GOTTLIEB P. KAHLER, residing at Armington, in the county of Tazewell and State of Illinois, citizens of the United States, have invented certain new and useful Improvements in Drags for Wagons; and we do hereby declare that the following is a full, clear, and exact description of the invention,
10 which will enable others skilled in the art to which it appertains to make and use the same.

This invention pertains to a drag for vehicles, and has for its object to provide a device for carrying the wheel of the vehicle without
15 injury thereto.

A further object is to provide an implement for use on wheels of vehicles that will totally prevent side-slipping of said vehicle.

It is well known that often in locking the
20 wheel by means of a chain, as in common practice, the vehicle, if loaded and on a slippery hill, will swing around across the road and often result in tipping over. Thus heretofore a dangerous practice has been in vogue, besides resulting in property loss. It is the intention
25 of our invention to do away with all trouble of this character, and to that end we provide the device about to be described, and shown in the accompanying drawings, in which—

30 Figure 1 is a side view of our drag. Fig. 2 is an end view thereof. Fig. 3 is a sectional view thereof on line X X, Fig. 1. Fig. 4 is a view of a front and a rear wheel of a wagon, showing our device under the rear wheel and
35 secured, as by a chain, to the front axle.

The body of the drag consists of a piece of channel-iron A, one side being a little higher than the other, as shown. A second piece, B, consists of a heavy body C, having at about
40 the middle length thereof at each side a sharp downward projection D. The body A is secured to the last-named portion C by means of screws E or their equivalents. In the drawings we use screws which are provided with the
45 usual nuts F, the heads of said screws being let into the body A by countersinking, as shown in broken lines in Fig. 1 and in full lines in Fig. 3. At one side of the portion A is secured an eye G, while at the opposite side,

which, as before stated, is higher, are notches
50 H, which angle downward, as shown, their upper ends meeting at the top edge.

Attached to the eye G is a cable I, the other end of which carries a ring J. A chain K is attached to the front axle, and a hook at its
55 other end engages the ring J mentioned. The chain and cable are of such a length that when the device is placed in position for use it is immediately beneath the axle of the wheel on
60 which it is placed.

In Figs. 2 and 3 the felly of the wheel is shown in place within the body A, with the cable I carried across it from the eye G to the notches H. In placing the drag in position it is passed through the wheel from the inside
65 and then upon the felly, so that the cable will be carried across the felly, after which it can be slipped into one of the notches H, as shown in broken lines in Fig. 1 and in Fig. 4. Said cable will then lie across the felly, as shown
70 in Figs. 2 and 3. This will firmly secure the device to the wheel, and the chain and cable will tighten by the movement of the wagon and there will be no possible chance of the device becoming detached. The downward
75 extensions D will prevent the wagon slipping sidewise, and no matter how slippery the road may be said extensions will sink thereinto and hold the wagon back.

When worn, the device may be reversed, so
80 as to present the opposite edges of the extensions, so that not until they are nearly worn off is the device useless. When the device is useless from the above cause, the portion B may be removed and a new one substituted
85 in a moment or two.

It is our desire to have a drag composed of two sections, whereby one of them may be retained, while the other is changeable at will when worn out, all of which will be clearly
90 understood. We are aware of several devices having the same end in view; but we desire to claim our particular construction herein shown.

Having thus described our invention, we
claim—

A drag device to be placed beneath the wheel of a wagon comprising a section of channel-

iron in which the wheel is adapted to seat, the same being substantially flat on its under surface and imperforate except for a hole in the bottom thereof near each end to receive screws
5 which remain in a stationary position when located except for the purposes described, screws adapted to enter the holes, a separate detachable member secured to the channel-
10 iron by the said screws, a sharpened depending cutting-lug formed on the bottom of the detachable member at each edge thereof, said lugs being located substantially in the middle of the said member and much shorter than that member, substantially as shown, an eye

being located at one side of the channel member, a cable for attachment to the eye, and an inverted-V-shaped slot located in the opposite side of the member, the entire device adapted to be reversed as described and for the purposes set forth. 20

In testimony whereof we affix our signatures in presence of two witnesses.

JACOB GRABER.

GOTTLIEB P. KAHLER.

Witnesses:

MAE DAVIS,

L. M. THURLOW.