

W. F. SCHOEPPFLIN.
DRAFT ATTACHMENT FOR WAGONS.
APPLICATION FILED SEPT. 17, 1908.

920,398.

Patented May 4, 1909.

Fig. 1.

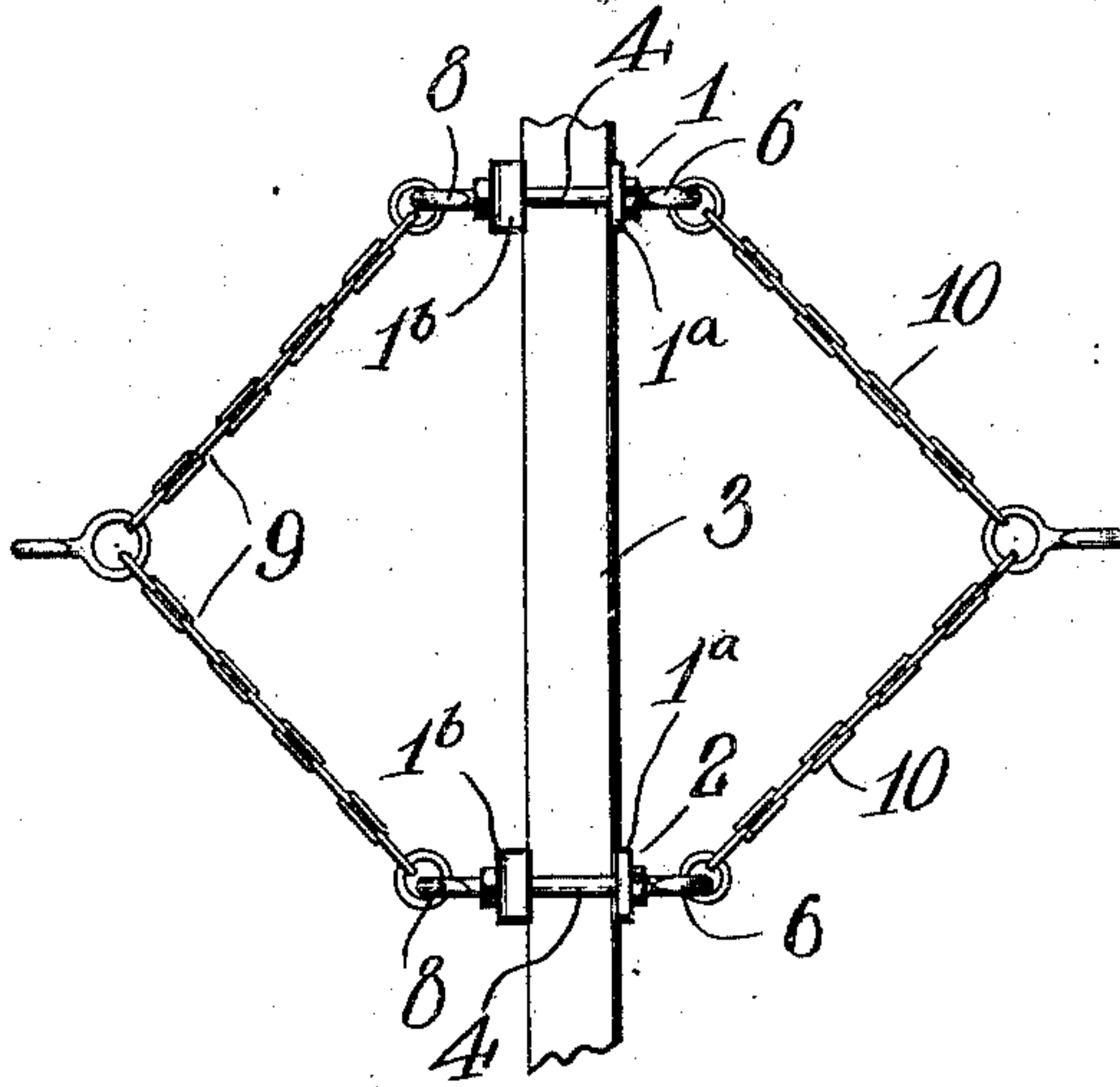


Fig. 2.

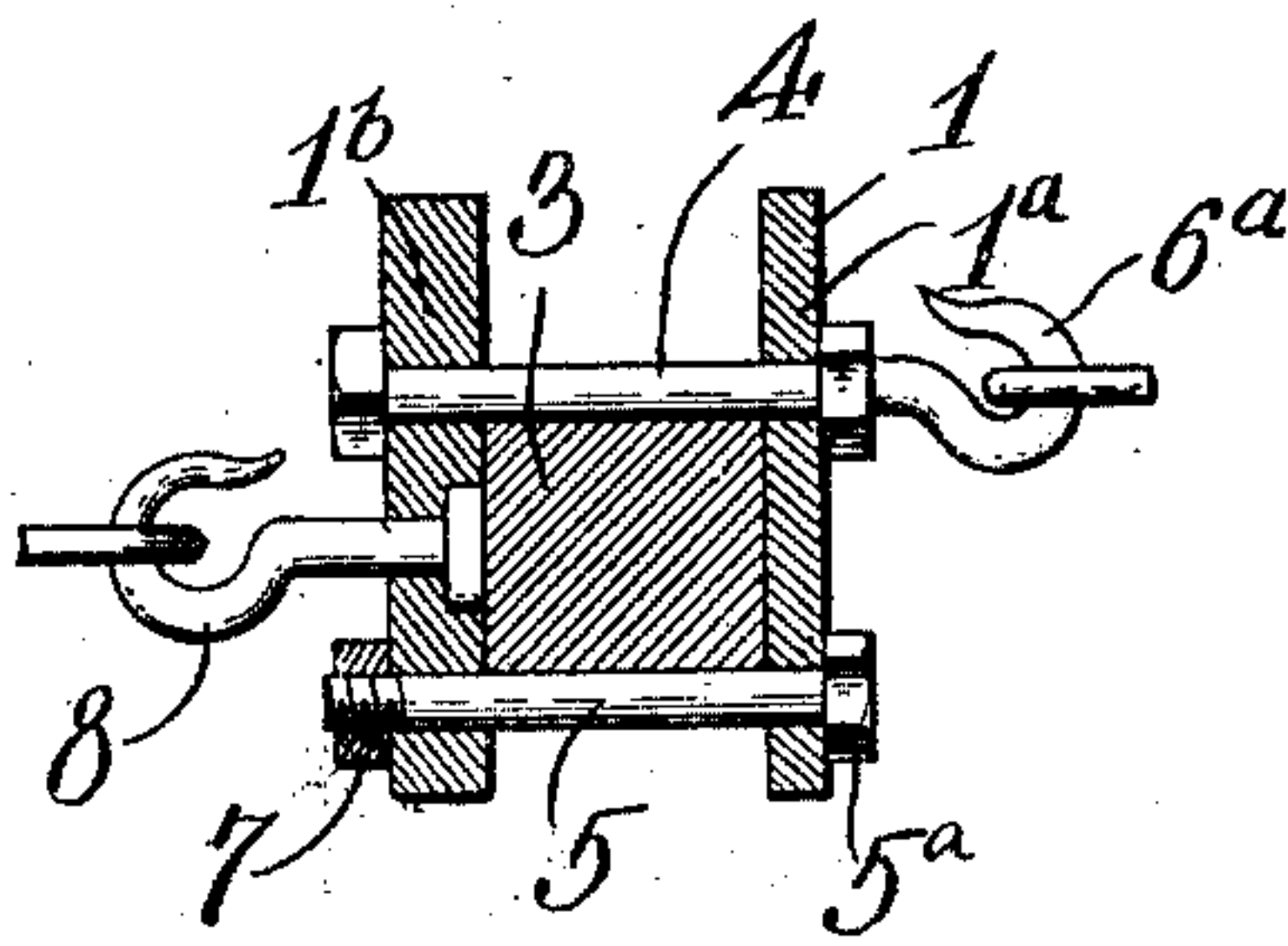
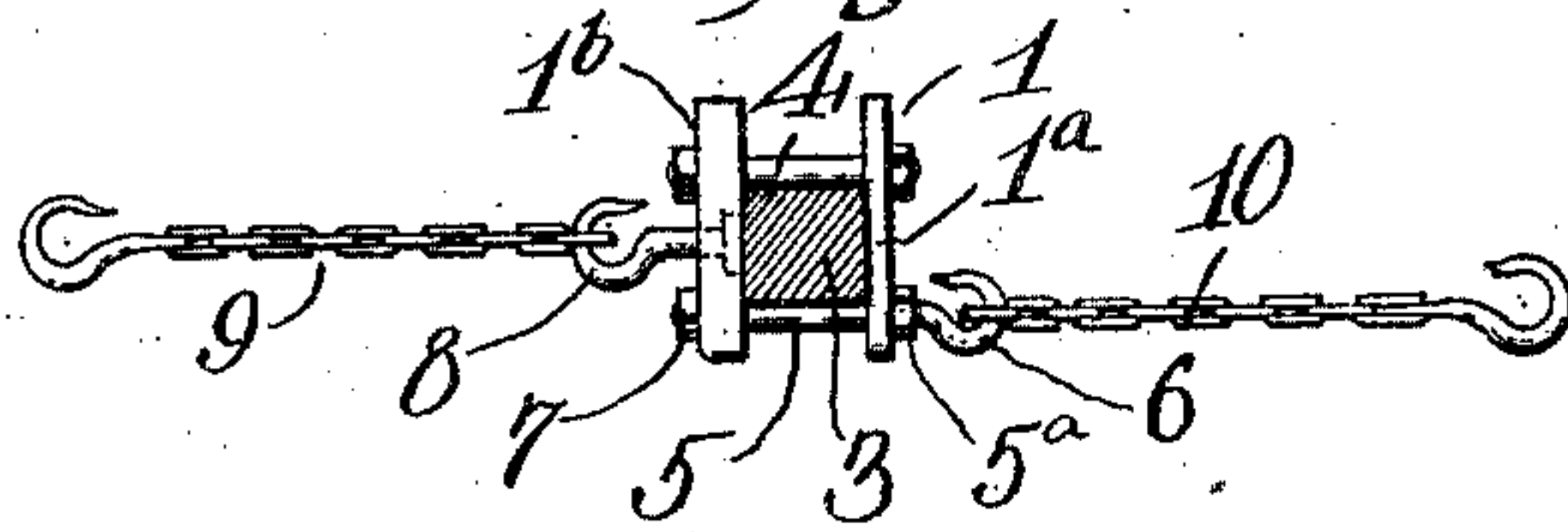


Fig. 3.

Witnesses
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UNITED STATES PATENT OFFICE.

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DRAFT ATTACHMENT FOR WAGONS.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, WILLIAM F. SCHOEPLIN, a citizen of the United States, residing at Edwall, in the county of Lincoln and State of Washington, have invented certain new and useful Improvements in Draft Attachments for Wagons, of which the following is a specification.

The object of this invention is to provide a simple form of draft attachment for wagons, or similar vehicles, whereby a number of wagons may be readily connected with one another, and a number of draft animals hitched in front of the foremost vehicle and advantageously employed to move heavy loads from one location to another.

The invention involves novel construction of parts, the arrangement and advantages of which will be fully apparent upon reference to the following detail description, and to the accompanying drawings, in which—

Figure 1 is a plan view of an attachment comprising the invention; Fig. 2 is a sectional view showing the attachment secured to the axle of a vehicle, and Fig. 3 is an enlarged detail section of one of the clamps embodying a slightly modified form of the invention.

Throughout the following detail description and on the several figures of the drawings, similar parts are referred to by like reference characters.

Specifically describing the invention the numerals 1 and 2 denote clamps which are designed to be applied to the front axle of the vehicle upon which the attachment is used. The clamps 1 and 2 each comprise a clamp plate 1^a and a clamp bar 1^b, these members being adapted to be arranged upon opposite sides of the axle 3, as shown in Fig. 2 and rigidly secured thereto by special fastenings. The fastening means for the members of each clamp consists of a bolt 4 and a bolt 5, the latter being formed, however, with an outwardly projecting hook 6 at one end thereof. The bolt 4 extends through the upper ends of the members 1^a and 1^b of each clamp and over the upper side of the axle 3 whereas the bolt 5 is arranged so as to pass through the lower portions of the members of the clamp and beneath the axle. Intermediate of its ends the bolt 5 is formed with a shoulder 5^a abutting with the outer side of the clamp plate 1^a, the end of the bolt 5 opposite the hook 6 being threaded to receive a suitable

nut 7. At a point between the ends thereof and clamping bar 1^b is attached thereto a draft hook 8 which extends rearwardly from the axle 3.

When applied to the axle 3 the clamps 1 and 2 will be situated upon opposite sides of the central portion of the axle and substantially secured in position by tightening the nuts of the members 4 and 5. When so arranged the hooks 6 of the clamps project forwardly from the axle 3, whereas the draft hooks 8 of the clamps extend rearwardly from the axle. The ends of a draft chain 9 are connected detachably with the hooks 8 while another draft chain 10 is similarly connected with the hooks 6. It is contemplated in the practical use of the invention that the draft chain 10 which is located in front of the axle 3 shall be connected by a suitable chain or connection with draft animals located in advance of the vehicle of which the axle 3 forms a part. The draft chain 9, however, being located in rear of the axle 3 would be connected by a chain or suitable draft connections with a vehicle located in rear of that having the axle 3. The present invention comprises primarily a simple and substantial form of draft attachment hereinbefore described, and said attachment is susceptible of use in various ways such as premised above, under different conditions of service. The clamps 1 and 2 are adjustable to fit axles of different sizes, and the manner of connecting the draft chains 9 and 10 affords a maximum degree of substantiality for the draft device.

Fig. 3 shows a clamp which is substantially the same as that shown in Fig. 2 excepting that the hook 6^a, equivalent to the hook 6, is carried by the member 4. The advantages of the structure in Fig. 3 are evident.

Having thus described the invention, what is claimed as new, is:

A draft attachment of the class described consisting of spaced clamps, each clamp comprising a front clamp plate and a rear clamp bar, a bolt adjustably connecting the upper portions of the plate and bar, a second bolt connecting the lower portions of the plate and bar and having a shoulder intermediate of its ends engaging the outer side of the plate, the last mentioned bolt being formed with the forwardly extending hook adjacent to the shoulder aforesaid, and a hook connected with the clamping bar between the

ends thereof, and draft chains located in front and rear of the clamps, the front draft chain being connected at its ends with the forwardly extending hooks of the clamps
5 while the rear draft chain is connected at its ends with the hooks projecting from the clamping bars of the clamps.

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

WILLIAM F. SCHOEPLIN.

Witnesses:

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