C. J. ZILLGITT.

AUTOMOBILE DRAFT ATTACHMENT.

APPLICATION FILED MAR. 10, 1908.

903,942. Patented Nov. 17, 1908.

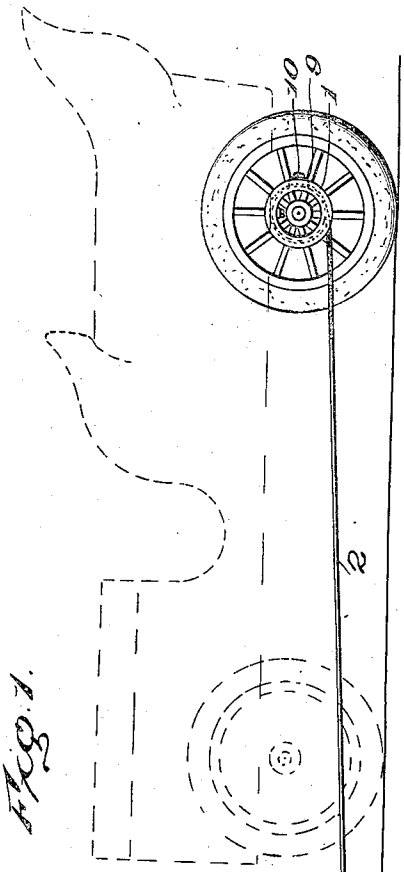


Fig. 1.

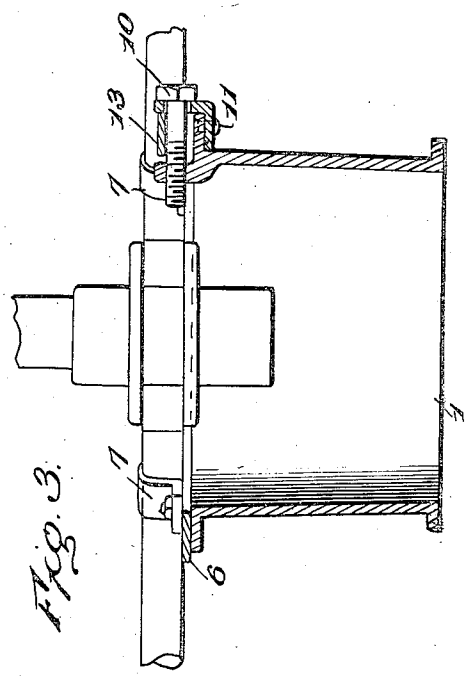


Fig. 3.

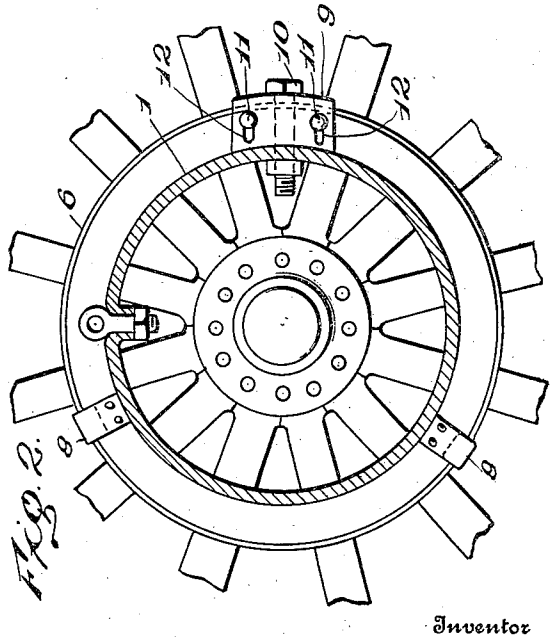


Fig. 2.

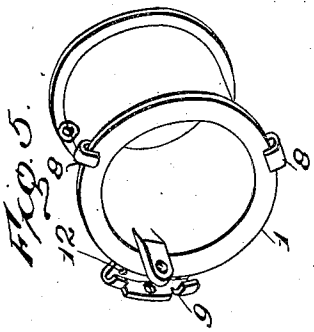


Fig. 5.

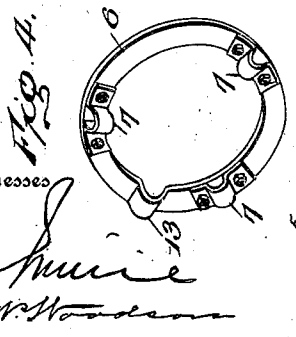


Fig. 4.

Witnesses

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UNITED STATES PATENT OFFICE.

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AUTOMOBILE DRAFT ATTACHMENT.

No. 903,942. Specification of Letters Patent. Patented Nov. 17, 1908.

Application filed March 10, 1908. Serial No. 420,231.

To all whom it may concern:

Be it known that I, CHARLES J. ZILLGITT, citizen of the United States, residing at Fairmount, in the county of Richland and State of North Dakota, have invented certain new and useful Improvements in Automobile Draft Attachments, of which the following is a specification.

It frequently happens in making tours in mechanically propelled road machines, that the same become stalled either because of muddy or soft roads or by the wheels dropping into a depression in the road. When the engine is started, the drive wheels turn and by failure of sufficient traction between them and the road the machine remains unmoved.

This invention provides means whereby a machine when stalled from any of the causes aforesaid, may be enabled to move itself by a positive pulling force independent of or in conjunction with the traction between the drive wheels and the surface.

The attachment consists of a drum fitted to one or both drive wheels, a rope or cable having one end attached to said drum and adapted to wind thereon, and anchoring means applied to the opposite end of said rope or cable for securing the same so that as the rope or cable is wound upon the drum the machine is moved in the direction of the anchored end of said rope or cable.

For a full understanding of the invention and the merits thereof and also to acquire a knowledge of the details of construction and the means for effecting the result, reference is to be had to the following description and accompanying drawings.

While the invention may be adapted to different forms and conditions by changes in the structure and minor details without departing from the spirit or essential features thereof, still the preferred embodiment is shown in the accompanying drawings, in which:

Figure 1 is a side view showing the application of the invention to an automobile, the latter being indicated in dotted lines and the rear drive wheel in full lines. Fig. 2 is a detail view of the central portion of the drive wheel showing the attachment in position, the drum being in section. Fig. 3 is a horizontal section of the parts shown in Fig. 2. Fig. 4 is a detail perspective view of the ring. Fig. 5 is a detail perspective view of the drum.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

The drum 1 is flanged at opposite ends and is tapered preferably and arranged with the larger end adjacent to the drive wheel so as to prevent the rope or cable from interfering with the tire of the wheel. The drum may be of any construction and is preferably of metal so as to be light and strong and enable the space being utilized for storing purposes. The drum is adapted to be detachably connected to the drive wheel so that when not required for immediate service it may be conveniently carried in the boot or other place set aside upon the machine for storing tools and adjunctive parts. A rope or cable 2 is attached at one end to the drum 1 and its opposite end is provided with a pin 3 which is adapted to be driven into the road to anchor the rope or cable when it is required to bring the appliance into active operation. A second pin 4 is connected by a short rope or cable 5 to the upper end of the pin 3 and serves as a stay therefor. A rope or cable may be of any length and of any make and when the outer end is anchored or made fast at some distance from the machine and the engine is started to impart motion to the drive wheel, the drum 1 is rotated and winding the rope or cable 2 thereon imparts positive motion to the machine and pulls the same out of a depression or other place in which the machine may become stalled.

A ring 6 is secured to each drive wheel of the machine and is preferably left in place, although this is not essential. Clips 7 embrace spokes of the drive wheel and serve to connect the ring 6 thereto. The drum 1 is adapted to be secured to the ring 6 by any means, such as hooks 8 and a clamp 9, the hooks 8 being adapted to engage over the outer edge of the ring, whereas the clamp 9 is movable and secured in place by means of a bolt or like fastening 10. The clamp 9 is approximately of U-form so as to embrace the ring 6 and the adjacent flange of the drum 1 and is adjustably connected with said flange by means of headed studs 11 passed through openings 12 formed in a member of the clamp 9. The ring 6 is formed with a crimp 13 for the passage of the bolt 10, said bolt operating in an opening formed in the closed end of the clamp 9.

When the bolt or fastening 10 is loosened, the drum may be either fitted to a ring 6 or removed therefrom, and when in place the hooks 8 and the clamp 9 engage over the outer edge of the ring 6 and when the bolt 10 is tightened after placing the drum in position, the parts are made secure and the attachment adapted to operate in the manner set forth.

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

1. In combination, a ring secured to the drive wheel of an automobile or like machine, a drum provided with hooks to engage with said ring, a clamp acting in conjunction with said hooks to secure the drum to the ring, and a rope or cable coöperating with the drum and adapted to wind thereon to positively move the machine when stalled.

2. In combination, a ring, means for securing said ring to the drive wheel of an automobile or like machine, a drum provided with hooks to engage with said ring, a clamp acting in conjunction with the hooks to secure the drum to the ring, said ring having a crimp to provide a space between it and the adjacent end of the drum, a fastening passed through the space formed by said crimp and adapted to secure the clamp, and a rope or cable coöperating with the drum to positively move the machine when stalled.

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

CHARLES J. ZILLGITT. [L. S.]

Witnesses:

ROBERT B. REED,

C. E. WOOD.