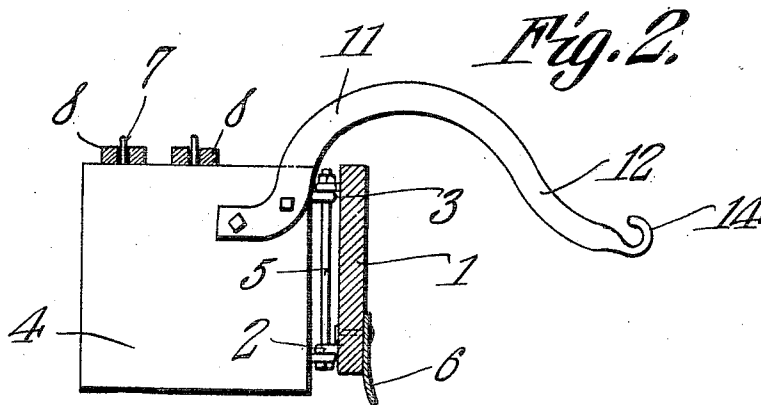
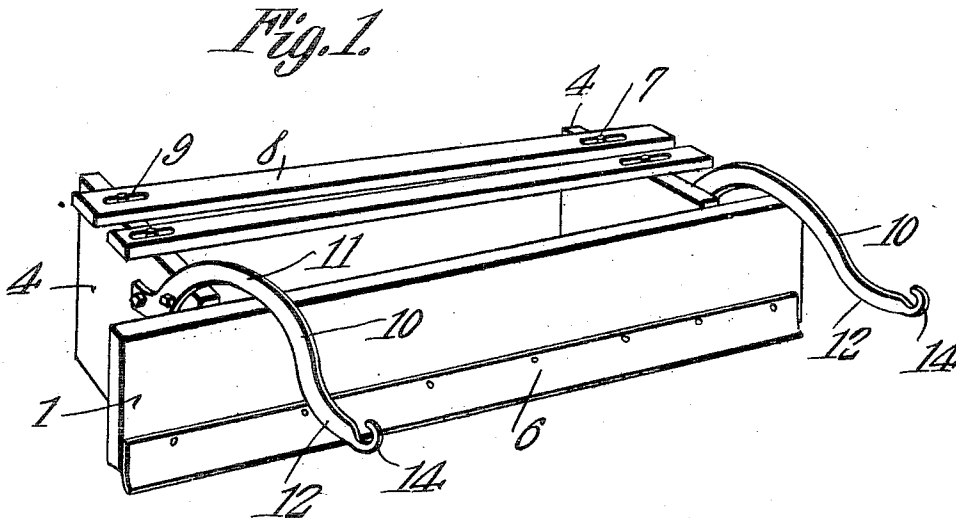


F. BOECKMANN.
ROAD DRAG.
APPLICATION FILED JULY 8, 1908.

971,113.

Patented Sept. 27, 1910.



Witnesses
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UNITED STATES PATENT OFFICE.

FRANK BOECKMANN, OF BARTELSON, ILLINOIS.

ROAD-DRAG.

971,113.

Specification of Letters Patent. Patented Sept. 27, 1910.

Application filed July 8, 1909. Serial No. 506,593.

To all whom it may concern:

Be it known that I, FRANK BOECKMANN, a citizen of the United States, residing at Bartelso, in the county of Clinton and State of Illinois, have invented a new and useful Road-Drage, of which the following is a specification.

The objects of the invention are, generally, the provision, in a merchantable form, of a device of the class above mentioned, which shall be inexpensive to manufacture, facile in operation, and devoid of complicated parts; specifically, the provision of a road drag provided with a board and with pivoted runners rearwardly extended therefrom, the draft rigging being assembled with the runners, the pivotal union between the runners and the board permitting the runners to stand at all times in parallelism with the draft line, the parallelism between the runners and the draft line being promoted by the direct attachment of the draft rigging to the runners; other and further objects being made manifest hereinafter as the description of the invention progresses.

The invention consists in the novel construction and arrangement of parts herein-after described, delineated in the accompanying drawings, and particularly pointed out in that portion of this instrument wherein patentable novelty is claimed for certain peculiar and distinctive features of the device, it being understood that, within the scope of what hereinafter thus is claimed, divers changes in the form, proportions, size, and minor details of the structure may be made without departing from the spirit or sacrificing any of the advantages of the invention.

Similar numerals of reference are employed to denote corresponding parts throughout the several figures of the drawings in which,—

Figure 1 is a perspective and Fig. 2 is a transverse section, parts being in elevation.

In carrying out my invention I provide, primarily, a board, of any suitable material, which is denoted by the numeral 1. Pivotaly mounted upon the rear face of the board 1 and rearwardly extending therefrom, are spaced runners 4, adapted to contact with the earth, and to space the lower edge of the board 1 slightly above the same, the

board being provided, upon its forward face, and along its lower edge, with a depending scraper 6, which may be so assembled with the board as to cut into the earth to the required distance. The pivotal union between the board and the runners is procured by means of a series of eyes 2 inserted transversely of the board into its rear face, and a series of eyes 3, which are mounted in the forward ends of the runners 4, rods 5 being passed through the eyes 2 and 3.

Upstanding from the runners 4 are spaced pins 7, adapted to register in elongated openings 9 in the extremities of braces 8, whereby the free ends of the runners 4 are maintained at a fixed distance apart. The openings 9 in the braces permit the runners to have a slight play when the device is in operation, and the braces 8 are adapted to constitute a platform upon which the operator may stand if desired.

Owing to the fact that the runners 4 are pivotally assembled with the board 1, the said runners stand at all times in parallelism with the draft line, and this, whether the board 1 be at right angles to the draft line, or at an acute angle thereto. By this construction, when the board 1 stands at an acute angle to the draft line, the runners 4 will not remain at right angles to the board, a contingency greatly increasing the draft. The draft rigging is directly assembled with the runners, and the nature of this draft rigging is such that the runners of necessity remain in the line of the draft. In the present instance, the draft rigging consists of beams or goose-necks 10, the rear ends of which are rigidly assembled with the runners 4, the intermediate portions 11 of the beams being unbent, to space the same vertically apart from the upper edge of the board, the forward extremities of the beams being down-bent to depend in front of the board 1. The forward extremities 12 of the beams may terminate in hooks 14, or other elements adapted to a like end, whereby the draft animals may be connected with the device.

Owing to the peculiar shape given to the beams 10, and owing to their method of attachment with the device, the drag will have a smooth and even draft and any tendency upon the part of the same to dig into the

earth to an undesirable extent, or to overturn in the direction of the draft line will be obviated.

Owing to the fact that the braces 8 are
 5 connected by the simple pin and slot union with the runners 4, the braces may readily be lifted from the runners, the runners being then folded into parallelism with the board 1, to dispose the device in small com-
 10 pass. The pin and slot connection between the braces 8 and the runners 4, moreover, enables each of said runners to have a slight movement independently of its fellow, so that, should one of the said runners strike an
 15 obstacle, the runner thus encountering the obstacle may move laterally a short distance, to clear the same, without pulling the other runner into parallelism. This construction enables the runner which is engaged by the
 20 obstruction to clear the same, without increasing the draft of the device by pulling the other runner laterally out of parallel relation with respect to the draft line.

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

A device of the class described including a board arranged to serve as a scraper; upright runners; means for individually pivoting the runners at one end to the board; a
 30 brace resting terminally upon the runners; there being a pin and slot connection between the brace and the runners, whereby the runners may have limited movement at their free ends, in opposite directions; the
 35 brace being arranged to be freely lifted from the runners; and a goose neck connected to each runner and extended to the front of the board, out of contact with the board.

In testimony that I claim the foregoing
 40 as my own, I have hereto affixed my signature in the presence of two witnesses.

FRANK BOECKMANN.

Witnesses:

CLEMENS STROTHMANN,
 PETER BACH.