

Sept. 22, 1925.

1,554,630

A. D. HARRINGTON

DRAG CONSTRUCTION

Filed Oct. 29, 1923

Fig. 1

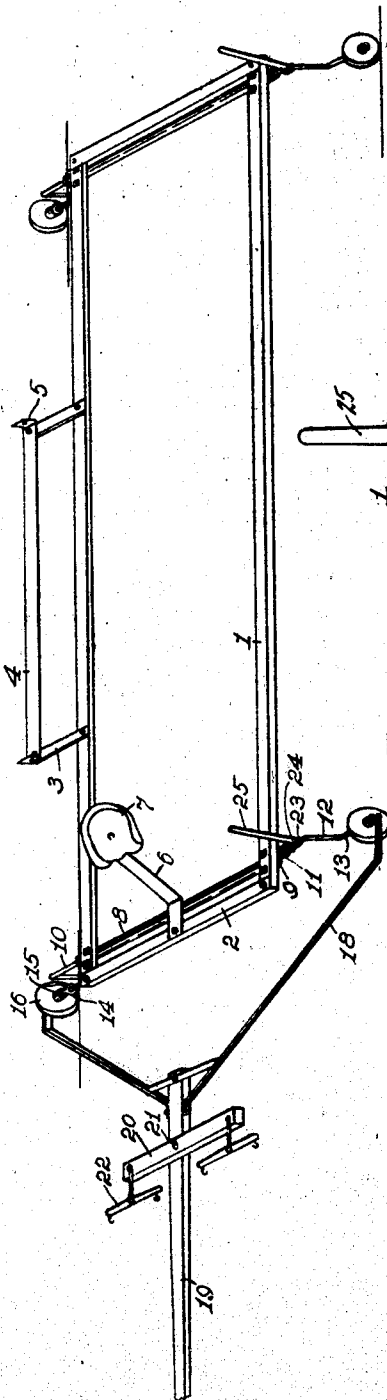


Fig. 2

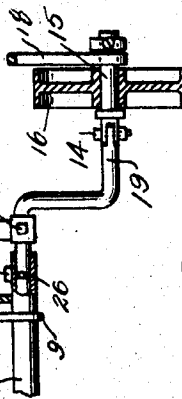
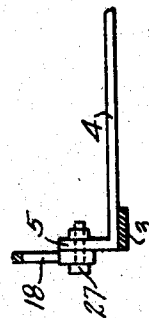


Fig. 3



Inventor.
A. D. Harrington, by
G. B. Kennedy
Attorney.

UNITED STATES PATENT OFFICE.

ANDREW D. HARRINGTON, OF BLACKHAWK COUNTY, IOWA.

DRAG CONSTRUCTION.

Application filed October 29, 1923. Serial No. 671,312.

To all whom it may concern:

Be it known that I, ANDREW D. HARRINGTON, a citizen of the United States of America, and a resident of Blackhawk County, Iowa, have invented certain new and useful Improvements in Drag Construction, of which the following is a specification.

My invention relates to improvements in drags and the like, and the object of my improvement is to provide a construction of such a device wherein means for transportation are included having means for shifting them in or out of carrying relation to the frame, and the drag also being supplied with other means permitting it to interchangeably connect at either an end or at a side with a draft-hitch, so that when the side connection is employed and the carrying-wheels shifted out of operation the drag may be used as such in its greater length, and when the draft-hitch is connected to an end of the frame the carrying-wheels having been shifted to carrying position, the frame may be raised and transported by reason of its less width through gates or upon highways.

The above object I have accomplished by the means which are hereinafter described and claimed, and which are illustrated in the accompanying drawing in which Fig. 1 is a perspective view of the device having the draft-hitch connected to an end of the frame and the carrying-wheels shifted to their carrying position under the frame. Fig. 2 is a detail view, on a larger scale, of the forward axle draft connection, mounting and rocking means. Fig. 3 is a detail view of the draft hitch applied as a side connection to a frame angle-bar.

It is to be understood that changes in the precise embodiment of invention herein disclosed can be made within the scope of what is claimed, without departing from the spirit of the invention.

The frame of the drag is preferably rectangular and elongated with parallel angle-bars 1 having rigidly connected end cross-bars 2. Outwardly projecting parallel bracket-arms 3 are fixed in spaced relation on one of the longitudinal bars 1 medially, and a longitudinal draft-bar 4 is rigidly end connected to the outer ends of said bracket-arms and has upturned extremities supplied with alined bearing openings as shown at 5.

A bracket-bar 6 has its lower end secured to one cross-bar 2 and carries a driver's seat 7. Like bearing tubes or pipes 8 are fixed across the end parts of said frame by U-bolts 9 or other means to project terminally beyond the bars 1. Cylindrical axles 10 are mounted within and to rock in the bearing tubes 8 to project at both ends terminally therefrom and are bent angularly at 12 and again at 13 to provide cranked extremities. At one end of the frame the parts 13 serve as spindles for carrying-wheels 16 of relatively small diameter rotatably mounted thereon, these serving as rear wheels. At the opposite or front end of said frame stub-spindles 15 are hinged to axle-parts 19 at 14, and on these spindles 15 the forward carrying-wheels are rotatably mounted. On each axle-body 10 at one uncovered end a sleeve 24 is secured by a rivet or bolt 23 and carries a rigid lever-arm 25. At this end part of each axle 10 beyond the frame where the axles are housed by the fixed bearing-tubes 8, both the tubes 8 and axles 10 are apertured in line in two separated places to receive a removable securing pin 11 whereby the axle can be fixed in a position as shown where the carrying-wheels 16 are positioned below the frame for transportation of the latter in the direction of its length as through gates or along highways, or in another position with the wheels 16 swung upwardly above the frame, so that the latter may be moved in a direction crosswise thereof to use the device as a drag. The lever-arms 25 are used to rock said axles to either of said positions.

Any desired kind of draft-hitch may be used which can be interchangeably connected to the front end of the frame for longitudinal traction or to the bracket structure 3—4 for a crosswise traction. This hitch may be the usual pole or tongue 19 having diverging rear arms whose ends are secured pivotally and detachably to the outer ends of the spindles 15, a doubletree 20 being medially pivoted at 21 on the tongue and supplied with the usual singletrees 22. When detached from the spindles 15 the arms may be pivotally connected at their ends to the apertured parts 5 of the bracket-bar 4, to employ the device as a drag.

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

An oblong drag having a medial set of

bearings on one side, carrying-wheels at the corners of the drag mounted thereon for vertical displacements relative thereto, means for holding the wheels in either position of displacement, and a traction-hitch 5 having connecting-means for alternative detachable connection to either of said side set of bearings for hauling the drag longi-

tudinally when said wheels are raised relative thereto, or to the wheels at one end of the drag when the wheels are lowered relative thereto to haul the drag in a transverse direction upon said wheels. 10

Signed at Waterloo, Iowa, this 28th day of September, 1923.

ANDREW D. HARRINGTON.