

A. M. HUSSEY.
STONE BOAT OR DRAG.
APPLICATION FILED SEPT. 30, 1907.

1,055,328.

Patented Mar. 11, 1913.

Fig. 1.

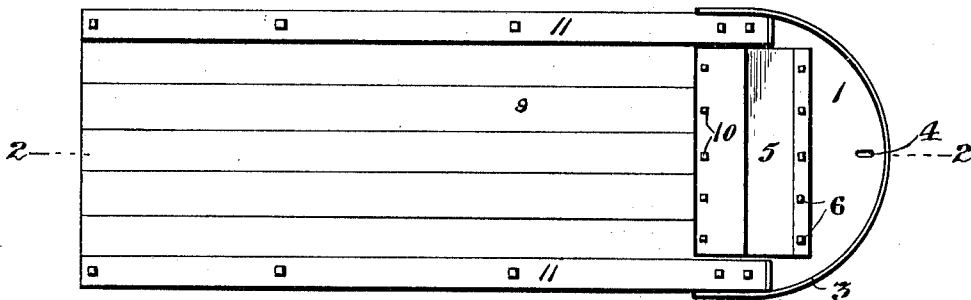


Fig. 2.

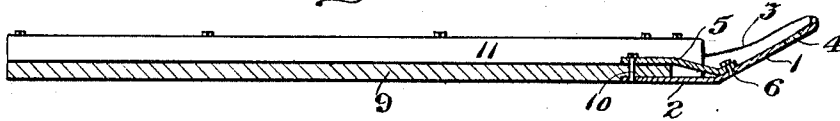


Fig. 3.

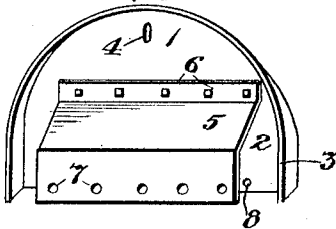


Fig. 4.

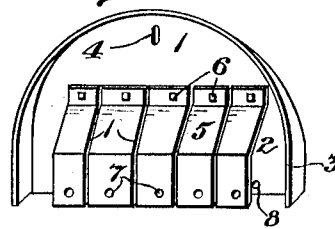
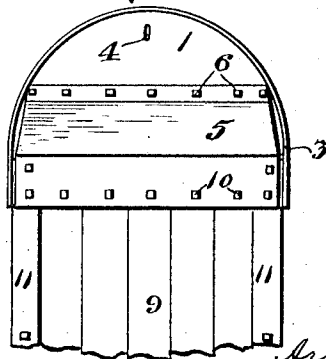


Fig. 5.



Witnesses
Annie Edwards
A. E. Greist

Inventor
Arthur M. Hussey
by T. D. Greist
Attorney

UNITED STATES PATENT OFFICE.

ARTHUR M. HUSSEY, OF NORTH BERWICK, MAINE.

STONE BOAT OR DRAG.

1,055,328.

Specification of Letters Patent.

Patented Mar. 11, 1913.

Application filed September 20, 1907. Serial No. 395,219.

To all whom it may concern:

Be it known that I, ARTHUR M. HUSSEY, a citizen of the United States, residing at North Berwick, in the county of York and State of Maine, have invented certain new and useful Improvements in Stone Boats or Drags, of which the following is a specification.

My invention relates to stone boats or drags and more particularly to means whereby the construction of the drag is simplified, the prospective user being saved the necessity of buying a complete factory-made article or of having a skilled mechanic make the same, and enabled to himself construct the drag by the use of ordinary boards, nails and bolts with the assistance merely of a hammer, saw and wrench.

Specifically, my invention resides in the provision of a metallic drag head, arranged to be readily fitted to the flat drag body, and upwardly and forwardly curved to give the sled-nose effect so necessary to a practical drag and ordinarily obtained by steaming and bending the boards forming the drag body.

The invention, as hereinafter more fully described, and as particularly pointed out in the claims, will be readily understood from an inspection of the accompanying drawing in which a preferred embodiment of the same is shown and in which:

Figure 1 is a plan view of a drag constructed according to the invention; Fig. 2 is a vertical section through Fig. 1; Fig. 3 is a view of the drag head detached; and Figs. 4 and 5 illustrate each a modification.

Referring to the drawings more in detail, the head is made of a metal plate stamped to shape with an inclined nose portion 1 merging to the rear in the horizontal base portion 2 and surrounded by an upwardly extending rim or flange 3, preferably higher near the rear, and having a draft hole 4. A brace plate 5 is bolted to the nose at 6 and extends thence upwardly and to the rear where it is provided with bolt holes 7 registering with similar holes 8 in the base plate 2.

In assembling the drag, the suitably shaped body 9, usually formed of timber, is slipped at one end between the base plate 2 and the brace plate 5 and the bolts 10 are passed therethrough securing all together. The side frame timbers 11 of the body may advantageously occupy a position at each side of the brace plate 5 above the base 2 or the brace plate may be coextensive with the base 2 in a lateral direction.

It will be readily seen that the brace plate 5 serves to hold the upper ends of the bolts 10 preventing any tilting from a vertical position under heavy strain applied at 4 to draw a loaded drag, the strain on the upper ends of the bolts being transmitted by the brace plate to the bolts 6 and thus sustained by the head as an entirety.

In some cases it may be found desirable to construct the brace plate in sections as shown in Fig. 4, the plate being divided by transversely extending slits 12.

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

1. In a drag, a metal head comprising a horizontal base portion and an upwardly and forwardly inclined nose portion, a metal brace plate secured to the nose portion and extending to the rear at a distance above the base portion leaving an intermediate space to receive the front end of the drag body, and means to clamp the brace plate and the base portion upon the inserted end of the drag.

2. In a drag, a metal head comprising a horizontal base portion and an upwardly and forwardly inclined nose portion, a sectional metal brace plate secured to the nose portion and extending to the rear at a distance above the base portion leaving an intermediate space to receive the front end of the drag body, and means to clamp the brace plate and the base portion upon the inserted end of the drag.

3. In a drag, a metal head comprising a horizontal base portion and an upwardly and forwardly extending inclined nose portion, a brace plate secured to the nose portion and extending to the rear above and

at a distance from the base portion leaving
an intermediate space for the reception of
the front end of the drag body, and means
to bolt the rear edge of the brace plate and
5 the base portion to the inserted end of the
drag, the base plate being wider than the
brace plate to accommodate the side frame
timbers of the drag, and means to secure

the said side timbers to the base at the side
of the brace plate.

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

ARTHUR M. HUSSEY.

Witnesses:

WILLIAM T. HUSSEY,
AUGUSTINE J. HUSSEY.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents,
Washington, D. C."