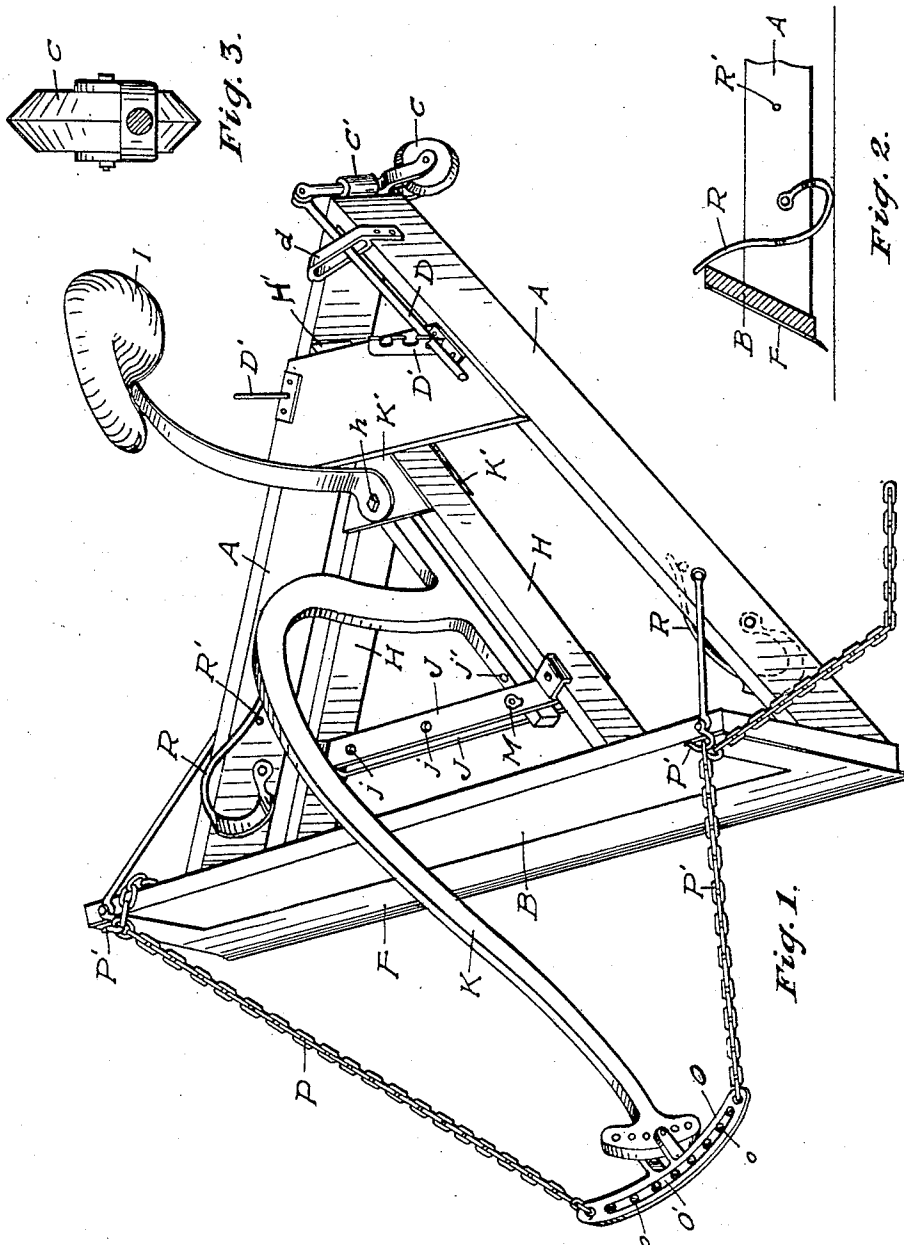


W. S. WALKER.
ROAD DRAG.
APPLICATION FILED MAY 20, 1909.

946,925.

Patented Jan. 18, 1910.



WITNESSES:

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WALTER S. WALKER, OF HELENA, MISSOURI.

ROAD-DRAG.

946,925.

Specification of Letters Patent.

Patented Jan. 18, 1910.

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To all whom it may concern:

Be it known that I, WALTER S. WALKER, a citizen of the United States of America, residing at Helena, in the county of Andrew and State of Missouri, have invented certain new and useful Improvements in Road-Drags, of which the following is a specification.

The object sought by me in this invention is to provide a drag especially designed for use in leveling up roads which drag is simple in construction and readily and quickly adjustable to any work of the character for which intended. I accomplish my object by the mechanism illustrated in the accompanying drawings, in which,—

Figure 1 is a perspective of the road drag; Fig. 2, is a sectional elevation of the front portion of the drag showing one of the runners by which the front of the device may be elevated off the ground and Fig. 3 is a sectional elevation of the rudder wheel of the device.

Similar letters refer to similar parts in the several views, A A being land bars constituting a part of the frame of the road drag and B a mold board. This mold board is normally set at an acute angle. The varying pitches at which the drag operates are regulated by means of a combination rudder wheel C held in position by an eyelet C' which eyelet is rigidly attached at the meeting point of the land bars. Said rudder wheel is controlled by a lever D and said lever is held in position by notched standards D' to engage with said lever for the purpose of giving the desired pitch to the mold board. Said lever is retained in position by a loop bar *d* secured on the land bars. Said mold board is provided with a shear F.

H H are braces and I is a seat carried pivotally supported by said braces.

J J are straight flat metal bars serving as guides for reversing a goose neck beam K. Said bars are provided with holes *j j*.

K' K' are duplicate top and bottom plates between which the rear end of a goose neck beam is carried horizontally on a pivot *h*. The projecting front end L of the base of said beam is provided with holes *j'* to correspond with holes *j j* in flat metal bars J J; said holes are for the purpose of receiving pin M to hold the beam more rigidly in the desired position when the drag is ditching or dragging out the center of a road.

O is a reverse clevis having a groove O' and perforations *o o*. Said clevis is provided at each end with a chain P the chains being connected at their opposite ends with hooks P' P' on the top of the ends of the mold board. When it is desired to give the mold board an opposite right or left angle the length of the chains is simply reversed thereby swinging and holding the goose neck beam at such opposite angle. R R are runners pivotally attached to the inside of said land bars to protect the shear F from being damaged by boards on bridges or culverts; said runners are operated by raising the handle of the runners up to the mold board as shown Fig. 2. When the runners are not in use said handles rest on pins R' R' as shown in Fig. 1. One end H' of one of said braces is projected into contact with a land bar, as shown in Fig. 1, where it is rigidly fastened.

While I have described my invention in detail I do not wish to limit myself to the exact form and proportions shown and described but reserve the right to make any changes that are merely mechanical.

What I claim and desire to secure by Letters Patent, is:—

1. In a device of the character described the combination of a mold board, a shear thereon, duplicate land bars, duplicate supporting braces connected with the mold board and spaced from said land bars, a seat pivotally supported at the meeting point of said braces and duplicate upper and lower plates at said meeting point, a goose neck beam pivotally supported between said plates, duplicate straight bars provided with holes forward between said braces serving as guides for the front end of the base of said goose neck beam, a pin to hold the beam rigidly between said guides at the desired adjustment, a perforated and grooved clevis, duplicate chains having connection with said clevis and with the ends of the mold board by which to adjust the goose neck beam, runners on the inside of the land bars by which to elevate the mold board and shear and the rest pins for said runners, a rudder wheel and an eyelet by which said rudder wheel is held to the rear of the drag, a forwardly projected lever pivotally connected with said rudder, a loop bar to retain said lever and notched standards with which said lever engages substantially as shown and described.

2. In a road drag the combination with the mold board and braces of duplicate perforated upper and lower straight bars forming connection between said braces at their
5 forward ends, duplicate upper and lower plates on said braces at their meeting point, a goose neck beam having rear and forward base projections, its rearward projection carried pivotally between said plates, its forward projection traveling between said duplicate upper and lower bars, substantially
10 as shown and described.

3. In a road drag the combination with duplicate land bars, of an eyelet rigidly attached to said bars at their meeting point,
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a rudder wheel carried by said eyelet, notched standards oppositely connected with said land bars, a loop bar near said meeting point and a lever pivotally connected with said rudder extending through 20 said loop bar into engagement with said notched standards, substantially as shown and described.

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

WALTER S. WALKER.

Witnesses:

F. H. MILLER,

F. C. HOBART.