

Mar. 6, 1923.

1,447,306

O. HEINTZ
ROAD MACHINE

Filed Aug. 1, 1921

2 sheets-sheet 1

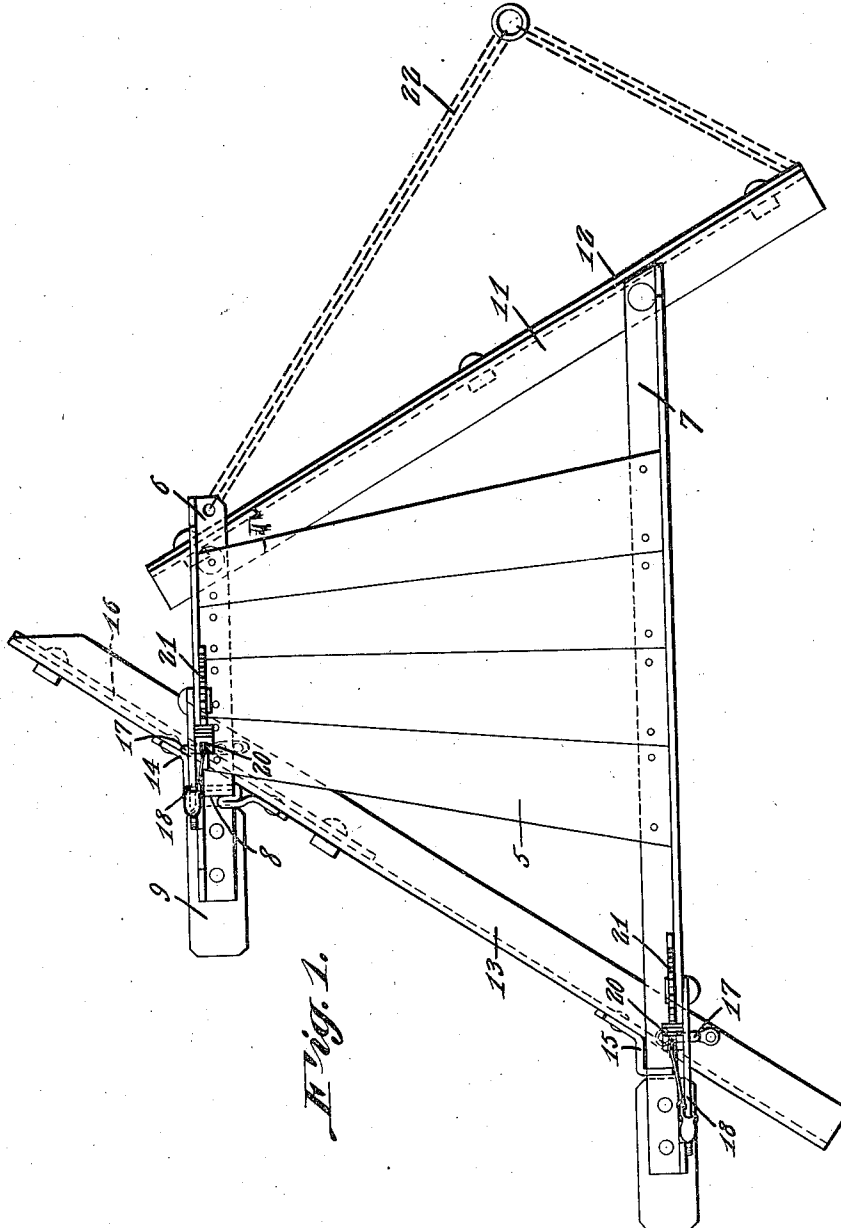


Fig. 1.

O. Heintz, Inventor

By *C. A. Snow*
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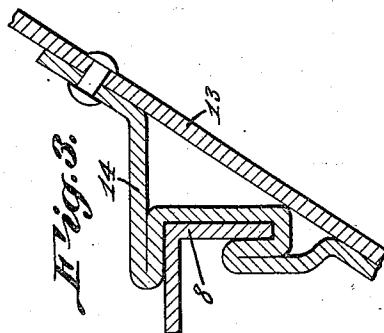
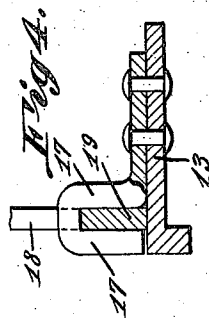
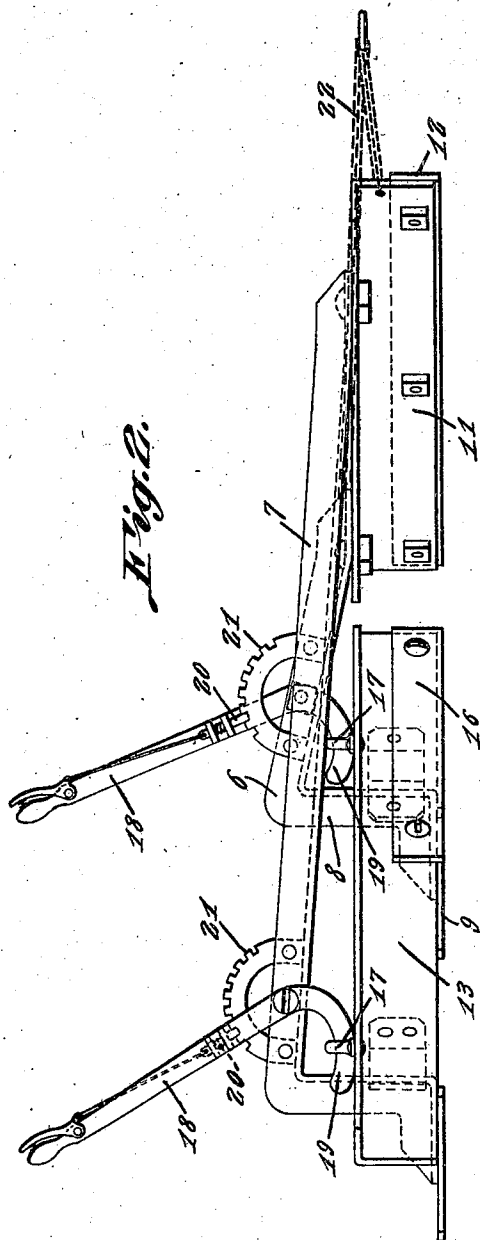
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2 sheets-sheet 2



O. Heintz, Inventor

By *Cash* *Attorney*

UNITED STATES PATENT OFFICE.

OTTO HEINTZ, OF COLBY, WISCONSIN.

ROAD MACHINE.

Application filed August 1, 1921. Serial No. 489,145.

To all whom it may concern:

Be it known that I, OTTO HEINTZ, a citizen of the United States, residing at Colby, in the county of Marathon and State of Wisconsin, have invented a new and useful Road Machine, of which the following is a specification.

The present invention relates to road machines, and more particularly to machines especially designed for dragging road surfaces to level the same.

The primary object of the invention is to provide a device of this character which may be adjusted to cause the drag to form crowns of various dimensions.

Another object of the invention is to provide an adjusting means at both ends of the scraping blade to insure an unlimited adjustment.

With the foregoing and other objects in view which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of the invention herein disclosed, may be made within the scope of what is claimed, without departing from the spirit of the invention.

Referring to the drawings:—

Figure 1 is a plan view of a road drag constructed in accordance with the present invention.

Figure 2 is a side elevational view of the same.

Figure 3 is an enlarged sectional view of the connection between the movable blade and the body of the drag.

Figure 4 is a sectional detail view of the connection between the adjusting levers and the movable blade.

Referring to the drawing in detail, the reference character 5 indicates the floor or body of the drag, and on which the operator stands to manipulate the levers, for accomplishing the adjusting of the blade.

One side of the body of the drag is supported by the bar 6, while the opposite side thereof is supported by the bar 7. This bar 6, is formed with a downwardly extending

portion 8, terminating in a foot 9, providing a slide for supporting one side of the body of the drag. The rear bar 7 is also formed with a depending portion provided with a right angled portion providing a slide for rear portion of the drag.

Having connection with the bars 6 and 7, is a stationary bar 11 which is disposed at an angle and provided with a cutting blade 12 bolted or otherwise secured thereto. A movable bar 13 has connection with the opposite ends of the bars 6 and 7, the bar 13 being of a length greater than the length of the bar 11, so that the ends of the bar 13 will extend beyond the ends of the bar 11, with the result that the bar 13 will receive material from the bar 11.

Secured to the bar 13 adjacent to one end thereof is a bracket member 14 which comprises opposed jaws adapted to grasp the depending portion 8 of the bar 6, to permit the bar 13 to move vertically with respect to the body 5.

A bracket member 15 is secured to the bar 13, adjacent to the opposite end thereof, and grasps a portion of the depending portion of the bar 7 in a manner to permit free movement of the bar 13. Secured to the bar 13, at one end thereof, is a scraping blade 16, which blade is adapted to scrape the surface beyond one end of the blade 11 to fill the ruts of a road surface.

Keepers 17 are bolted or otherwise secured to the bar 13, and are adapted to accommodate the curved ends of the levers 18, the curved ends being indicated by the reference character 19. Thus it will be seen that if it is desired to adjust the bar 13 vertically, to vary the angle of the road surface, the levers 18 may be operated to raise either end of the bar 13 causing the same to grade the road bed.

It might be further stated that each of the levers 18 is provided with a sliding bolt 20 operating in the notched members 21 to secure the movable bar 13 in various positions of adjustment. Suitable draft rigging indicated at 22 is secured to the bar 11 in any suitable manner whereby the drag may be moved over a surface.

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

A road drag including supporting bars, each of the bars having a foot to permit the bars to slide over the surface over which the same are supported scraping bars having connection with the supporting bars, brackets carried by one of the scraping bars and adapted to accommodate portions of the supporting bars to permit of movement of

one of the scraping bars with respect to the supporting bars, and scraping blades carried by the scraping bars.

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

OTTO HEINTZ.

Witnesses:

DORA STEINWAND,

E. L. WICKER.