

W. C. WHARTON.

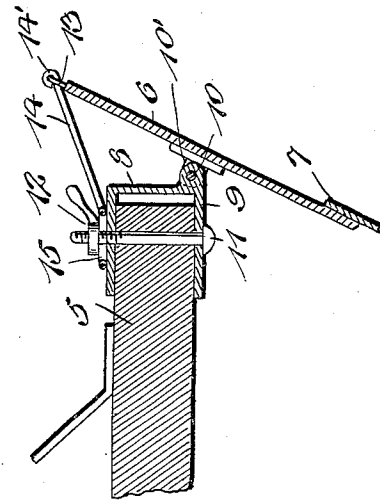
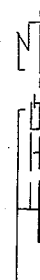
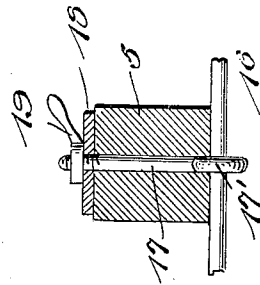
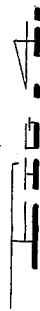
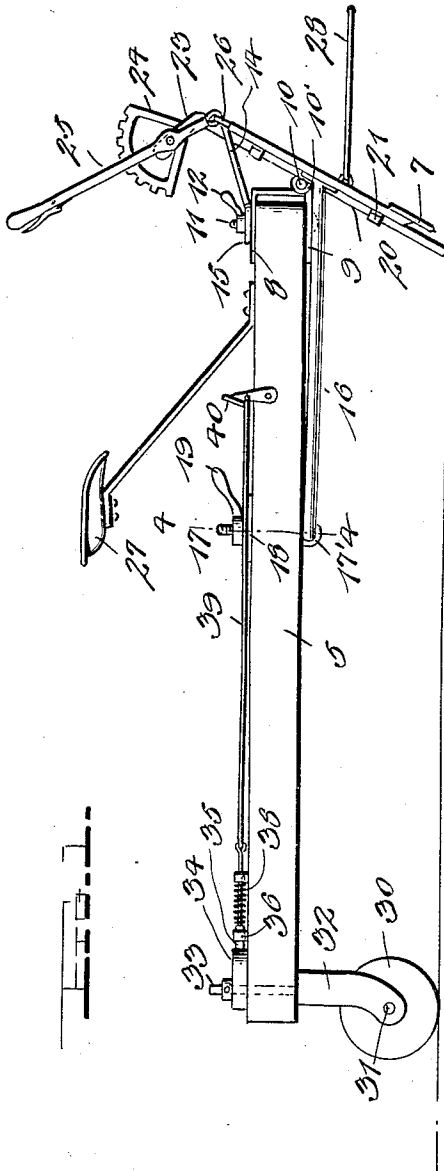
ROAD DRAG.

APPLICATION FILED SEPT. 16, 1912.

1,054,065.

Patented Feb. 25, 1913.

2 SHEETS—SHEET 1.



Witnesses

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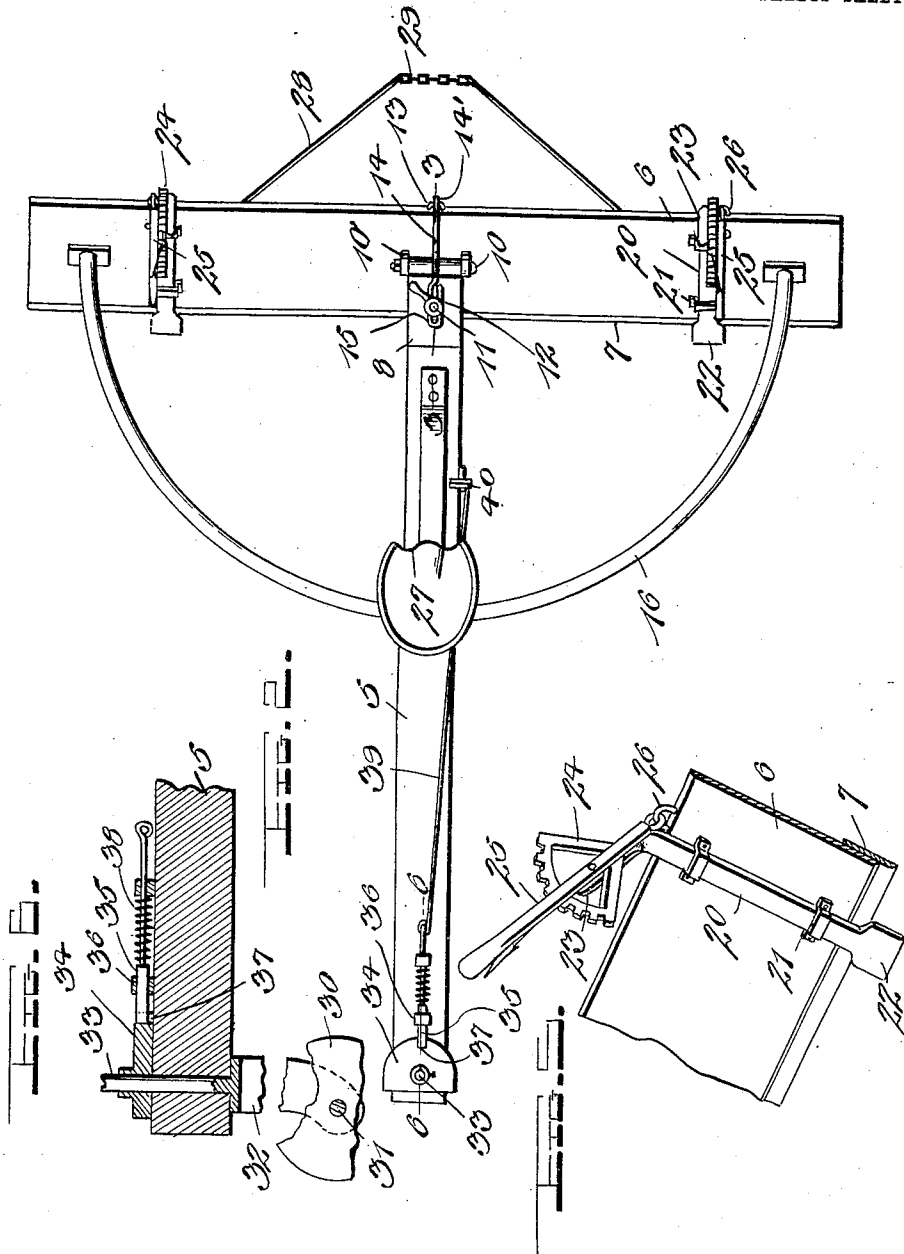
ROAD DRAG.

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Witnesses

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UNITED STATES PATENT OFFICE.

WARREN C. WHARTON, OF FREMONT, IOWA.

ROAD-DRAG.

1,054,065.

Specification of Letters Patent.

Patented Feb. 25, 1913.

Application filed September 16, 1912. Serial No. 720,660.

To all whom it may concern:

Be it known that I, WARREN C. WHARTON, a citizen of the United States, residing at Fremont, in the county of Mahaska and State of Iowa, have invented certain new and useful Improvements in Road-Drags, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to improvements in road drags for leveling or surfacing roads, and the invention has for its primary object to provide improved means for adjustably mounting the leveling or scraping board whereby the same may be positioned at any desired angle across the road and raised or lowered to dispose its scraping edge with relation to the road surface.

Another and more specific object of the invention resides in the provision of the body bar or beam, a clip and means for clamping the same upon one end of the beam, the leveling board being hingedly mounted upon said clip, a caster rotatably mounted in the opposite end of the beam to support the same and means for locking said caster against rotation.

Still another object of the invention is to provide a machine of the above character which consists of comparatively few elements of simple and durable construction, and is very efficient in use and may be inexpensively manufactured.

With the above and other objects in view as will become apparent as the description proceeds, the invention consists in certain constructions, combinations and arrangements of the parts that I shall hereinafter fully describe and claim.

For a full understanding of the invention, reference is to be had to the following description and accompanying drawings, in which—

Figure 1 is a side elevation of a road drag embodying the present invention; Fig. 2 is a top plan view thereof; Fig. 3 is a detail longitudinal section taken on the line 3—3 of Fig. 2; Fig. 4 is a transverse section taken on the line 4—4 of Fig. 1; Fig. 5 is a detail fragmentary perspective view of the leveling board showing the adjusting means therefor; and Fig. 6 is a section taken on the line 6—6 of Fig. 2.

Referring in detail to the drawings, 5 designates a beam preferably of rectangular form in cross section and 6 indicates the

leveling board which is transversely disposed in front of the forward end of the beam. To the lower edge of the board 6 a steel scraping plate 7 is secured, said plate extending the entire length of the board. The leveling board 6 is movably mounted upon the forward end of the beam by means of a clip, which consists of the two plates 8 and 9, the plate 8 being of angular form and having one of its arms disposed upon the upper surface of the beam. The other arm of this plate extends downwardly in front of the beam and together with the forward end of the plate 9 is hingedly mounted upon a bolt 10 arranged in the spaced eyes 10' secured upon the leveling board 6. The plates 8 and 9 are provided with openings in their parallel portions to receive a vertically disposed bolt 11 which is loosely disposed through the beam. Upon the upper end of this bolt a clamping nut 12 is threaded which is adapted to draw the bolt 11 upwardly through the beam and tightly clamp the plates 8 and 9 thereon. To the upper edge of the board 6 at the center thereof a staple 13 is secured with which an eye 14' formed on the end of the rod 14 is engaged. The other end of this rod is provided with an elongated loop 15 through which the upper end of the bolt 11 extends. By means of this construction it will readily be seen that the board 6 can be easily and quickly positioned at any desired angle with relation to the beam by simply moving the looped end of the rod 14 upon the bolt 11 and adjusting the nut 12 into clamping engagement with said loop.

To the opposite ends of the leveling board 6, the ends of a substantially semi-circular rod or bar 16 are connected. This rod extends beneath the beam 5 through the eye 17' formed upon the lower end of a vertical bolt 17 which is loosely disposed through an opening in the beam. A plate 18 is arranged upon the upper surface of the beam having an opening coinciding with the bolt opening in the beam. A clamping nut 19 is threaded upon the upper end of the bolt 17 and by adjusting said nut the rod 16 may be securely clamped against the under surface of the beam and held against longitudinal movement through the eye of the bolt 17. It will thus be seen that by loosening the clamping nut 12 at the forward end of the beam and also loosening the nut 19, the rod 16 may be moved through

the eye 17' to swing the leveling board 6 and position the same at the desired transverse inclination across the road.

Upon each end of the leveling board 6 a standard 20 is loosely mounted in the spaced guides 21 fixed upon said board. The lower ends of these standards are flared or broadened to provide foot pieces 22 for engagement with the road surface. The upper ends of said standards are angularly disposed and rearwardly extended as indicated at 23, and upon these angular upper ends of the standards, the rack segments 24 are secured. Levers 25 are fulcrumed upon the racks and provided with the usual spring actuated dogs for engagement with the teeth thereof. The lower ends of these levers are connected to staples 26 secured upon the upper edge of the board 6. By manipulating the levers 25 the board 6 may be raised or lowered upon the standards 20 to position the scraping plates 7 upon the lower edge thereof with relation to the road surface.

Upon the forward end of the beam 5 a suitable driver's seat 27 is secured and to the leveling board 6 adjacent the opposite ends thereof, the rods 28 are loosely connected at their rear ends. The forward ends of these rods are connected by a short chain 29 to which the draft attachments are adapted to be removably connected.

In order to eliminate side draft of the beam 5, I provide a caster consisting of the spaced wheels 30 mounted upon a common axle 31 arranged in the arms of a yoke 32. These yoke arms are formed or secured upon the lower end of a vertically disposed spindle 33 which is rotatably mounted in the rear end of the beam 5. These yoke arms are preferably curved as shown to dispose the caster wheels 30 rearwardly of the beam. Upon the upper end of the spindle 33, a disk segment 34 is fixed. A longitudinally disposed bolt 35 is mounted in suitable bearings 36 secured to the upper surface of the beam 5. The rear end of this bolt is adapted for engagement in a notch 37 provided in the periphery of the disk 34. A spring 38 is arranged upon the bolt between the bearings 36 and normally acts to seat the rear end of the bolt in the notch of said disk, thereby holding the spindle 33 against rotative movement when the machine is in use. A rod 39 is connected to the forward end of the bolt 36 and the front end of this rod is connected to a foot lever 40 mounted upon one side of the beam 5 in convenient position to be engaged by the foot of the driver.

From the foregoing, it is thought that

the construction and operation of the several novel features disclosed in my invention will be clearly understood. The leveling board may be easily and quickly adjusted to angularly position the same transversely or vertically in order to remove the loose surface material on the road and direct the same to one side of the road. The several parts employed are of simple form, and may therefore be produced at comparatively small cost.

While I have shown and described the preferred construction and arrangement of the several parts, it will be understood that the invention is susceptible of considerable modification without departing from the essential features or sacrificing any of the advantages thereof.

Having thus described the invention, what is claimed is:

1. In a road drag, the combination of a wheel supported beam, a leveling board arranged at the forward end of said beam, a clip having parallel arms extending above and below the beam, said leveling board being hingedly mounted upon the clip, means to clamp said clip upon the beam, and means connected to the leveling board and engaged by said clamp to hold the board against movement with relation to the beam.

2. In a road drag, the combination of a beam, a leveling board transversely disposed across the forward end of the beam, a clip hingedly connected to the leveling board, and consisting of parallel arms disposed above and below the beam, a bolt loosely disposed through the beam and through said arms, a rod connected at one end to the leveling board and adjustably connected to said bolt, and a clamping nut to engage said rod to simultaneously clamp the same and the arms of the clip upon said beam.

3. In a road drag, the combination of a beam, a leveling board transversely disposed across the forward end of the beam, a clip carried by said board and pivotally mounted upon the end of the beam, means for clamping said clip against pivotal movement, a bowed rod loosely connected at its ends to said leveling board and extending beneath the beam, a bolt vertically movable in the beam having an eye on its lower end through which said rod is movably disposed, and means to adjust the bolt and clamp the rod against the under side of the beam.

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

WARREN C. WHARTON.

Witnesses:

M. R. WHARTON,
W. LEE.