

(No Model.)

2 Sheets—Sheet 1.

S. B. JAMIESON.
ROAD SCRAPER.

No. 483,303.

Patented Sept. 27, 1892.

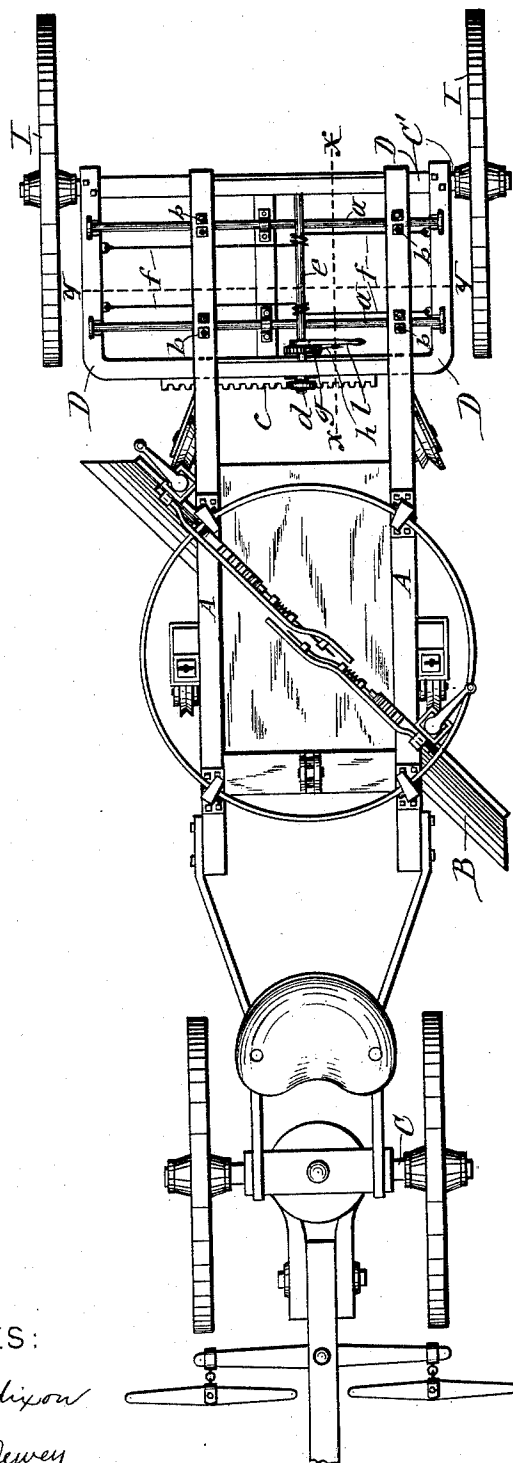


Fig. 1

WITNESSES:

C. L. Bendixon
Mark W. Dewey

INVENTOR:

Samuel B. Jamieson
By Smith, Leach & Smith
his ATTORNEYS

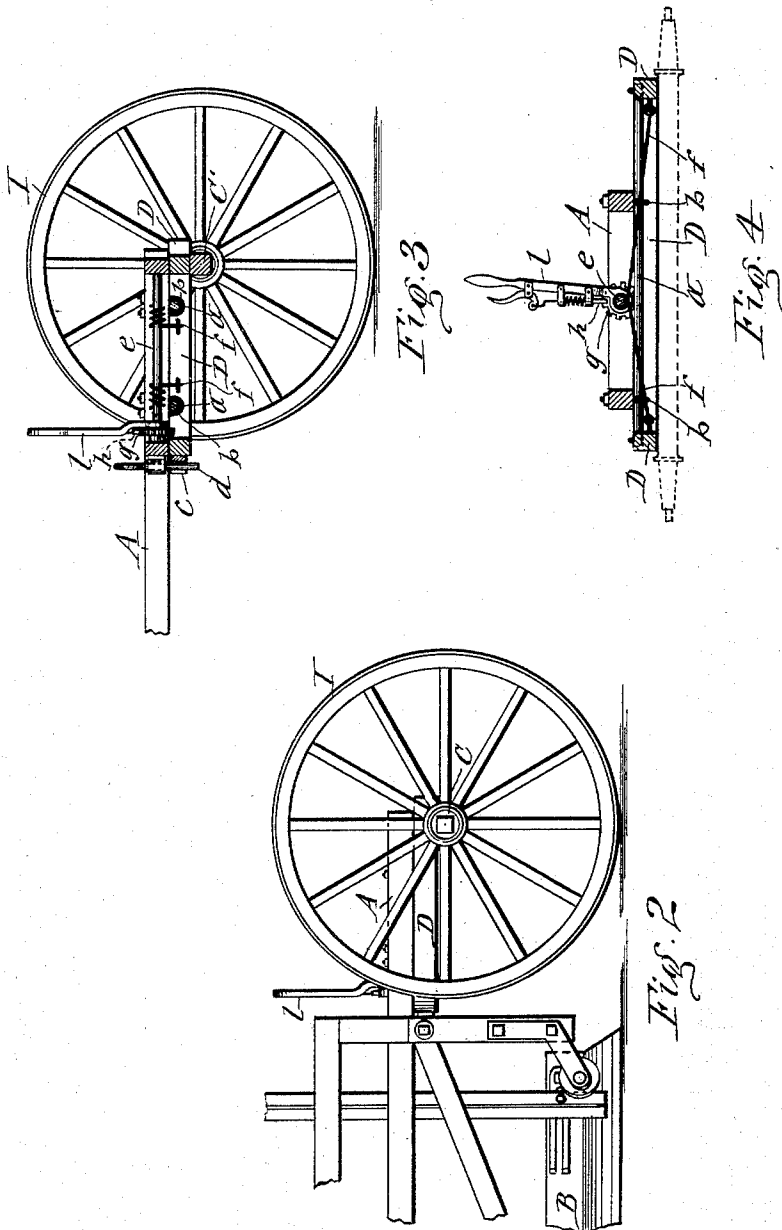
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WITNESSES:

G. L. Bendixon
Mark W. Dewey

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UNITED STATES PATENT OFFICE.

SAMUEL B. JAMIESON, OF MARATHON, NEW YORK.

ROAD-SCRAPER.

SPECIFICATION forming part of Letters Patent No. 483,303, dated September 27, 1892.

Application filed May 2, 1892. Serial No. 431,446. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL B. JAMIESON, of Marathon, in the county of Cortland, in the State of New York, have invented new and useful Improvements in Road-Scrapers, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

This invention relates to the class of machines which are employed for scraping, repairing, and constructing roads, and which carry beneath a carriage-frame a scraper disposed diagonally to the line of draft.

My invention has special reference to the connection of the main frame to the rear axle, which is usually much longer than the front axle and required to be adjustable, so that one of the hind wheels may be brought nearly or quite in alignment with the front wheel on the same side of the machine, when desired, to allow the machine to be operated close to a bank of earth or to resist the tendency of the rear end of the machine being pushed sidewise by the pressure of the soil operated on by the diagonally-disposed scraper-blade.

The object of this invention is to provide the machine with more effective and more reliable means for adjustably connecting the main frame to the rear axle for the purpose aforesaid; and to that end the invention consists, essentially, in the combination, with the rear axle, of a platform-frame rigidly secured to said axle and the main frame mounted movable laterally on said platform-frame, as hereinafter more fully described, and set forth in the claims.

In the annexed drawings, Figure 1 is a plan view of a road-scraper embodying my invention. Fig. 2 is a side elevation of the rear portion of the machine. Fig. 3 is a vertical longitudinal section on line *x x* in Fig. 1, and Fig. 4 is a vertical transverse section on line *y y* in Fig. 1.

Similar letters of reference indicate corresponding parts.

A represents the main frame, beneath which the diagonal scraper-blade B is supported. The front end of said frame is connected by a king-bolt to the front axle C in the usual manner. To the rear axle C', I rigidly secure a platform-frame D, which is of rectangular

shape, one side of which may constitute a bolster fixed to the top of the axle, as shown. To the top of said platform-frame are firmly attached the guide-rods *a a*, which are parallel with the axle, and upon said frame is mounted the rear end portion of the main frame A, which is connected to the guide-rods by staples *b b*, attached to the main frame and loosely embracing the guide-rods, so as to allow said frame to slide lengthwise of said rods, and thus adapt it to be shifted laterally in relation to the line of draft and toward and from either of the hind wheels II, as may be desired.

To retain the main frame A in its adjusted position on the platform-frame D, I attach to the latter a rack *c*, which is parallel with the guide-rods *a a*, and to the main frame A, I connect a bolt *d* or other suitable locking device adapted to engage the rack.

For shifting the main frame laterally on the platform-frame D, as aforesaid, I preferably employ a shaft *e*, journaled on the main frame parallel with the line of draft and having fixed to it and wound upon it chains or cables *f f*, each of which has its ends extending in opposite directions from the shaft and secured to opposite sides of the platform-frame. For turning said shaft I prefer to employ a ratchet-wheel or suitable toothed wheel *g*, fastened to the shaft, and a lever *l*, fulcrumed on the shaft, has connected to it a suitable pawl *h*, adapted to engage said wheel *g*. By turning the shaft *e* the chains or cables *f f* are unwound from one side of the shaft and wound up from the opposite side, and thus draw the main frame to one side of the platform-frame D, as may be desired.

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

1. The combination, with the rear axle, of a platform-frame rigidly secured to said axle and the main frame mounted movable laterally on said platform-frame, as set forth.
2. The combination, with the rear axle, of a platform-frame rigidly attached to said axle, the main frame mounted movable laterally on said platform-frame, and locking devices confining said main frame in its adjusted position on the platform, as set forth.
3. The combination, with the rear axle, of a

platform-frame rigidly attached to said axle, guides extending across said frame parallel with the axle, the main frame connected movable laterally to said guides, and locking devices confining the main frame in its adjusted position, as set forth.

4. The combination, with the rear axle, of a platform-frame fixed to said axle, guide-rods secured to said frame parallel with the axle, the main frame connected to said guide-rods movably lengthwise of the latter, a shaft journaled on the main frame parallel with the line of draft, chains or cables wound upon said shaft and extending in opposite directions therefrom and secured to the platform-frame, a ratchet-wheel fixed to said shaft, a lever fulcrumed on the shaft, and a pawl connected

to said lever and engaging the ratchet-wheel, as set forth and shown.

5. The combination, with the rear axle, of a platform-frame fixed to said axle, guide-rods secured to said frame parallel with the axle, the main frame connected to said rods movably lengthwise of the latter, a rack on the platform-frame parallel with the guide-rods, and a bolt connected to the main frame and engaging said rack, as and for the purpose set forth.

In testimony whereof I have hereunto signed my name this 29th day of April. 1892.

SAMUEL B. JAMIESON. [L. S.]

Witnesses:

MARK W. DEWEY,
J. J. LAASS.