

T. & A. A. ADDISON.
ROAD SCRAPER.
APPLICATION FILED JUNE 14, 1909.

947,707.

Patented Jan. 25, 1910.

2 SHEETS—SHEET 1.

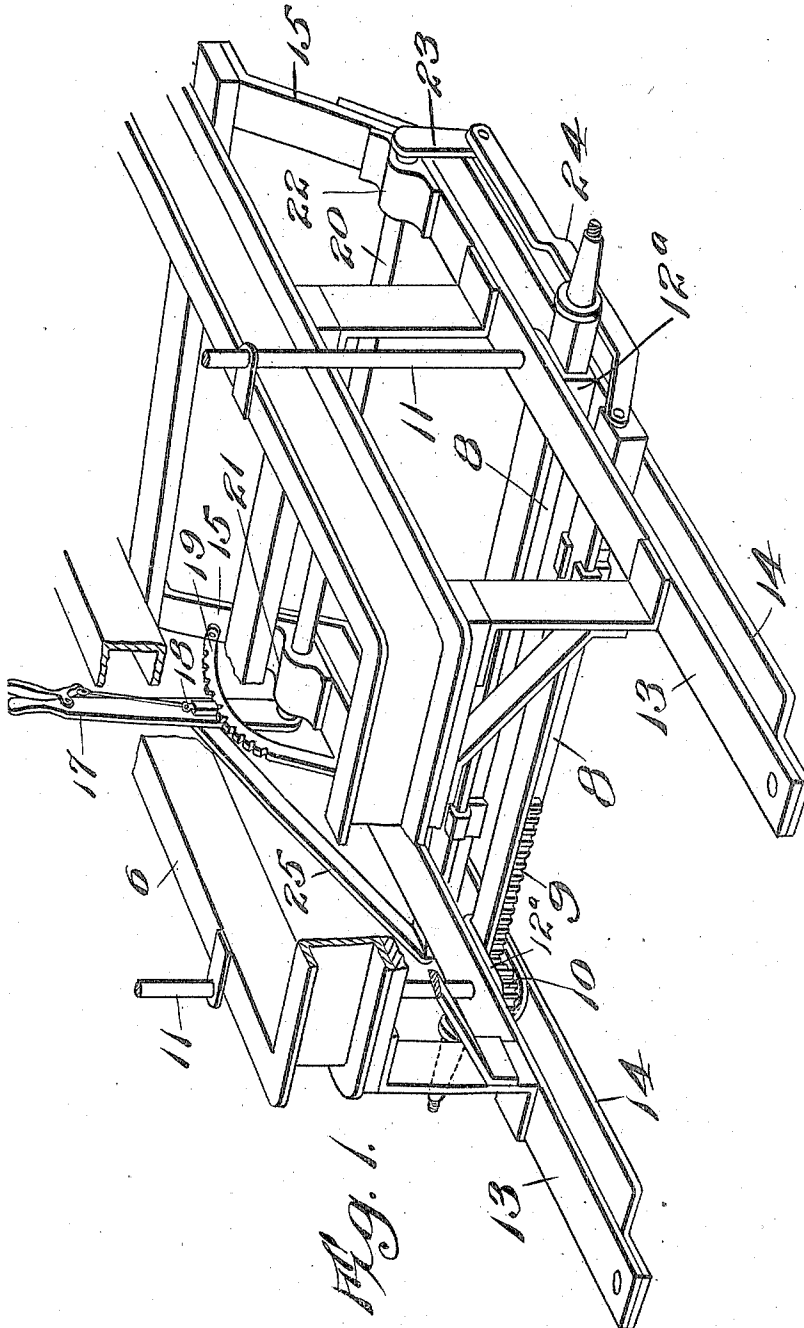


Fig. 1.

Witnesses

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M. R. Morton

Inventors
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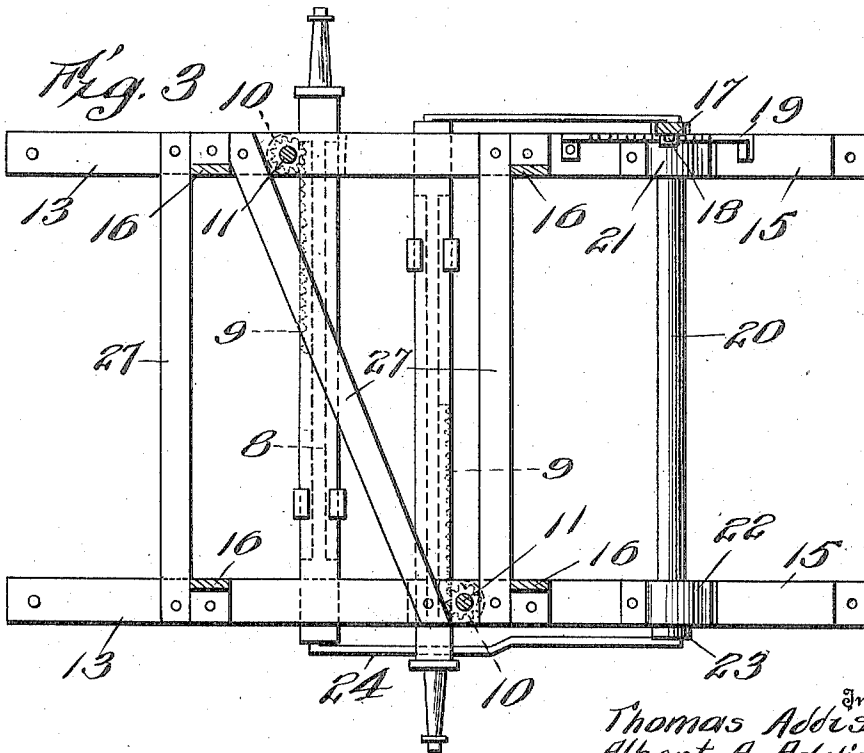
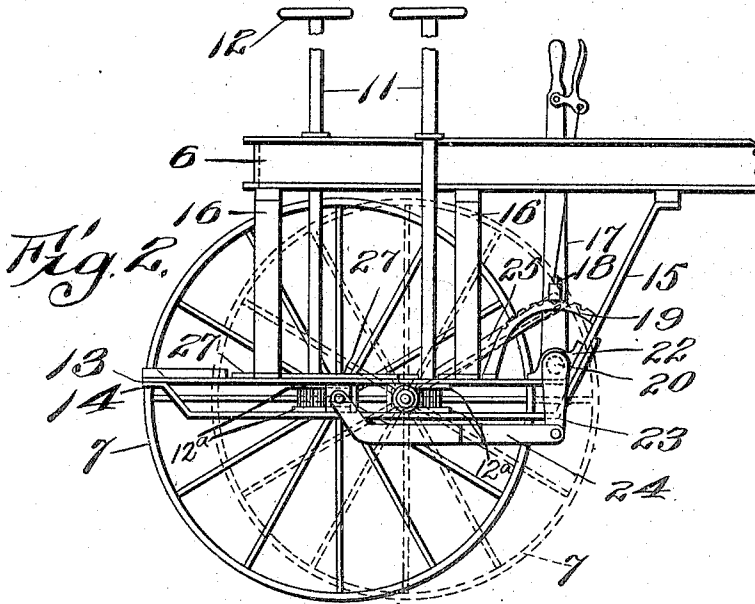
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UNITED STATES PATENT OFFICE.

THOMAS ADDISON AND ALBERT A. ADDISON, OF COVINGTON, TENNESSEE.

ROAD-SCRAPER.

947,707.

Specification of Letters Patent.

Patented Jan. 25, 1910.

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To all whom it may concern:

Be it known that we, THOMAS ADDISON and ALBERT A. ADDISON, citizens of the United States, residing at Covington, in the county of Tipton and State of Tennessee, have invented certain new and useful Improvements in Road-Scrapers, of which the following is a specification.

This invention relates to that type of road scrapers or machines for making and repairing roads in which a scraper blade is mounted for angular adjustment with respect to the line of draft. Machines of this type have heretofore been constructed in which the rear wheels have been mounted upon separate axles extensible or adjustable to bring the wheels closer together or farther apart, and in which also said axles have been pivoted to vary the angle or set the wheels askew with respect to the line of travel.

The object of the present invention is to provide improved means for adjusting the axles to vary the angle of travel of the wheels.

The invention is illustrated in the accompanying drawings in which—

Figure 1 is a perspective view of the rear part of a road machine showing the improved manner of pivoting and adjusting the rear axles; Fig. 2 is a side elevation thereof; Fig. 3 is a top plan view of the gear for shifting the axles.

Referring specifically to the drawings, 6 indicates the body frame of a road machine and 7 the rear wheels thereof. Two axles are employed, one for each wheel, and each axle consists of an angular bar 8 provided with a sliding rack 9 at the outer end of which is the spindle on which the wheel is mounted. Each rack is engaged by a pinion 10 on the lower end of an upright shaft 11 operated by hand wheel 12 to extend or retract the wheels, this construction being old in the art.

Each axle section 8 is pivotally mounted between the upper and lower bars 13 and 14 of a hanger frame supported at the front end by inclined braces 15 attached to the body frame and at the rear end by brackets 16 depending from said frame, these brackets being suitably braced to form a rigid structure and to support the operating platform. The pivotal connection of the axles is formed by means of clips 12^a which extend around the axle sections 8 near the ends

thereof, and the shafts 11 pass through holes in the ends of said clips, said shafts thereby forming the pivots on which the axles turn, and the clips also serving to hold the pinions 10 in engagement with the racks 9.

At one side of the body frame is a swinging lever 17 provided with a latch 18 engageable with a notched segment 19 to hold the latch as set, and this lever is connected to one end of and operates a rock shaft 20 held in bearings 21 and 22 mounted upon the upper bars 13 of the hanger frame, at the front end thereof. At the end of the rock shaft opposite to the lever it is provided with a depending crank arm 23 which connects to the front end of a link 24 the rear end of which is connected to the free end of the rear axle section. The lever 17 is connected by a link 25 to the free end of the foremost axle section, and the lever thus forms a crank the throw of which is equal to that of the crank 23, which latter is set diametrically opposite the lever, with respect to the axis of the rock shaft. The hangers at each side are connected and braced by suitable cross bars 27.

In operation, when the lever is thrown one way or the other, the angle of the rear axle sections will be varied and the wheels will be skewed accordingly. In consequence of the opposite crank action the direction of movement of the axle sections will be opposite, thereby holding the wheels substantially parallel in all positions. The lever extends up beside the body frame, so that it may be conveniently manipulated from the platform, and the wheels are thereby very easily adjusted, and the gear will be found considerably cheaper than that commonly employed for the purpose, the connections all being direct and the action positive.

We claim:

1. The combination of a frame, axle sections pivotally mounted thereon at opposite sides, a wheel mounted on each axle section, a rock shaft extending across the frame and having cranks connected to the respective axle sections, and means to operate the shaft.

2. The combination of a frame, parallel axle sections pivoted on said frame to swing horizontally, a wheel mounted at one end of each axle section, a rock shaft extending across the frame and having cranks at oppo-

site ends connected to the other ends of the respective axle sections, and means to operate the shaft.

3. The combination of a frame, axle sections extending across and pivoted on said frame to swing horizontally, a wheel mounted on each axle section, a rock shaft extending across the frame, and having cranks, links connecting said cranks and the axle sections, to swing said sections when the shaft is turned, and means to operate the shaft.

4. The combination of a body frame, hangers supported thereunder, axle sections extending across said hangers and pivoted

thereto at respectively opposite sides of the frame, a wheel mounted on one end of each axle section, a rock shaft extending across the hangers and having opposite cranks at its ends connected to the ends of the respective axle sections, and a lever connected to the shaft and extending upwardly beside the body frame, to operate the shaft.

In testimony whereof, we affix our signatures in presence of two witnesses.

THOMAS ADDISON.

ALBERT A. ADDISON.

Witnesses:

L. E. GWINN,

ED. H. LOWENHAUPT.