

W. C. MAGGARD.
ROAD DRAG.
APPLICATION FILED APR. 15, 1912.

1,049,744.

Patented Jan. 7, 1913.
2 SHEETS—SHEET 1.

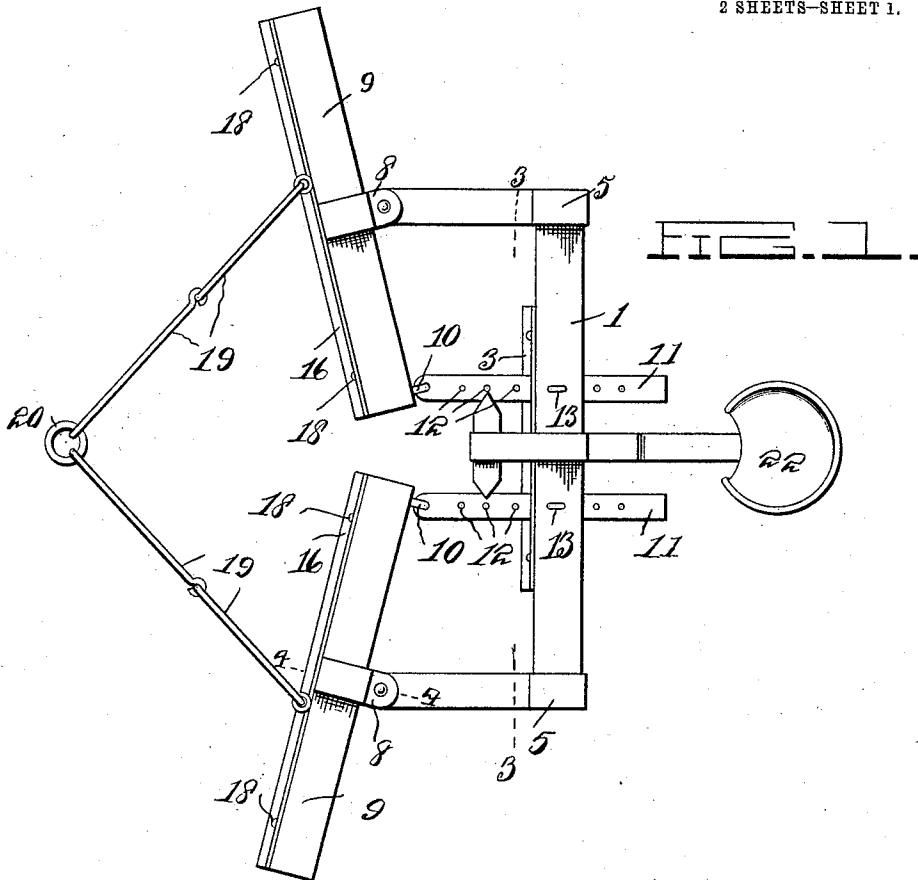
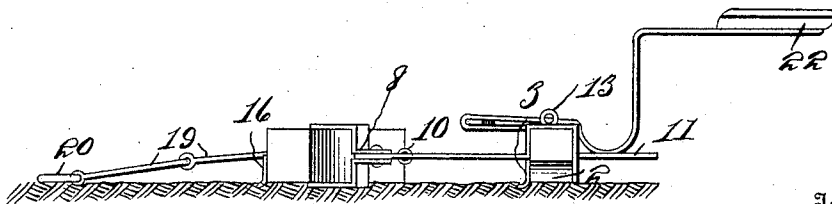


FIG. 2.



Witnesses

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Inventor

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By

Charles Chandler

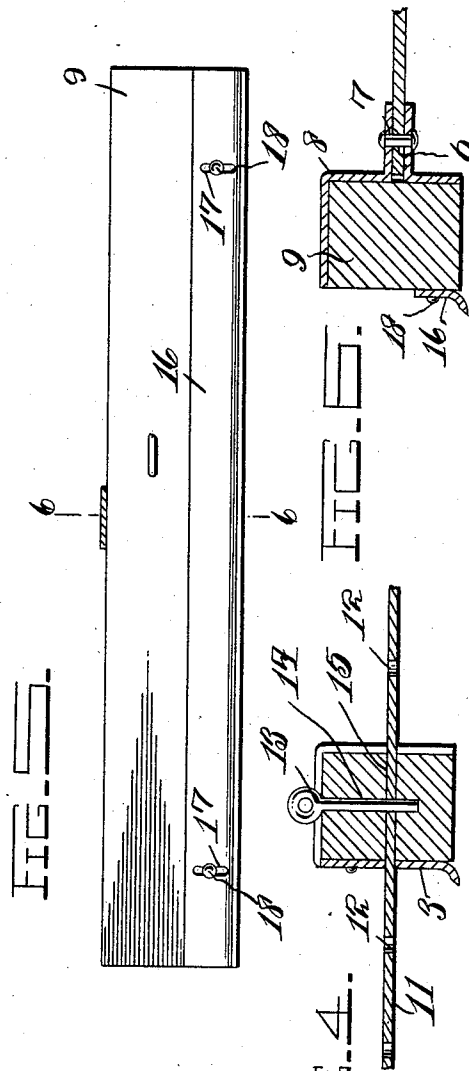
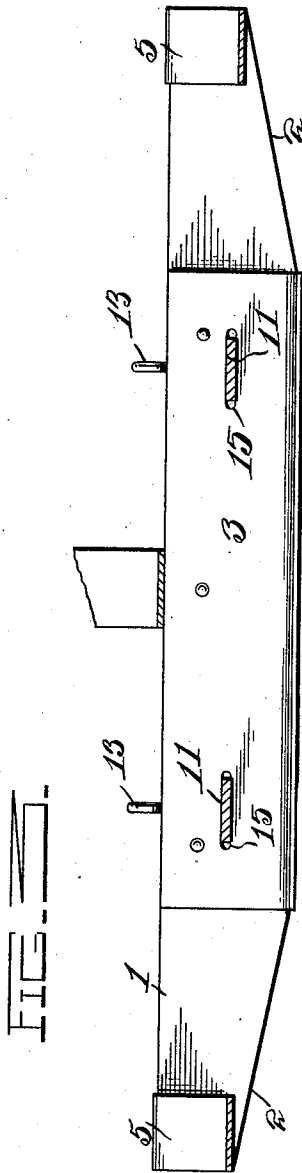
Attorneys

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UNITED STATES PATENT OFFICE.

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ROAD-DRAG.

1,049,744.

Specification of Letters Patent.

Patented Jan. 7, 1913.

Application filed April 15, 1912. Serial No. 690,842.

To all whom it may concern:

Be it known that I, WILLIAM C. MAGGARD, a citizen of the United States, residing at Mingo, in the county of Jasper, State of Iowa, have invented certain new and useful Improvements in Road-Drags; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to improvements in road drags, and has for its object to provide a device of this character composed of a plurality of flexibly connected scraper bars.

A further object of the invention is to so construct the device that the road beds will be scraped at the sides and evenly leveled at its center.

With these and other objects in view, this invention resides in the novel features of construction, formations, combinations and arrangements of parts to be hereinafter more fully described, claimed and illustrated in the accompanying drawings, in which:—

Figure 1 is a top plan view of the device. Fig. 2 is a side elevation. Fig. 3 is a sectional view on line 3—3 of Fig. 1. Fig. 4 is a sectional view on line 4—4 of Fig. 1. Fig. 5 is a front view of one of the front scraper bars. Fig. 6 is a sectional view on line 6—6 of Fig. 5.

Referring to the drawings, the numeral 1 designates the rear bar, which is tapered at its opposite ends, as indicated at 2, and has mounted upon its forward face a curved scraper blade 3, said blade being secured at its ends, so that when the bar 1 is being dragged over the ground surface, the same will be subjected to a rocking movement, thus permitting the dirt to pass under the opposite ends of said bar, but engaging the middle of the road bed to even the same.

Mounted upon the opposite ends of the bar 1 are brackets 5, the outer ends of which are provided with perforations 6 which register with the perforations 7 formed in the clips 8 connected to the central portion of the

front bars 9, said perforations when in registry being adapted to be engaged by a bolt, thus pivotally connecting the bars 9 in advance of the bar 1.

The brackets 5 hold the opposing ends of the bars 9 in spaced relation, said bars 9 having eyes 10 secured in their inner faces, and to which are pivotally connected the outer ends of the bars 11. The bars 11 are provided with a plurality of spaced perforations 12 which are adapted to be engaged by bolts 13 which pass through apertures 14 formed in the bar 1, said apertures opening into the slots 15 which are arranged transversely of the bar 1, said slots being adapted to receive the bars 11.

The bars 9 are each provided with a curved scraping blade 16, said blades having vertical slots 17 formed near their ends, and engaged in said slots are bolts 18, which are operable to hold the blade 16 in any adjusted position. Pivottally connected to the bars 9, and to the outer faces thereof is a pair of pivotally connected links 19, the outermost links being connected by a ring 20, and to which the swingletree is attached. Mounted upon the rear bar 1 is a driver seat 22. From this construction it will be seen that by providing the bars 11, the bars 9 may be adjusted in respect to the bar 1 so that road beds of different widths may be effectually dragged or graded.

What I claim is:—

1. A road drag comprising a rear bar, a scraper blade carried by the said bar, slots formed in said bar, brackets carried by the ends of the said bar, a pair of bars mounted in advance of the first named bar and being pivotally connected at their centers to the brackets, perforated bars pivotally connected to the second named bars and adjustably secured in the slots formed in the first named bar.

2. A road drag comprising a rear bar, a blade carried by said bar, slots formed in said bar, brackets connected to the ends of the bar, and projecting forwardly therefrom, a pair of bars arranged in advance of the

first named bar, clips carried by the second
named bars, said clips being pivotally con-
nected to the brackets, perforated bars pivot-
ally connected to the opposing ends of the
5 first named bars, said perforated bars being
adjustably engaged in the slots formed in the
first named bar, scraper blades secured to
the second named bars.

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

WILLIAM C. MAGGARD.

Witnesses:

W. J. BEIDLER,
CLAUDE WEBB.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents,
Washington, D. C."