

J. C. WELSCH.
ROAD-SCRAPER.

No. 187,687.

Patented Feb. 20, 1877.

Fig. 1.

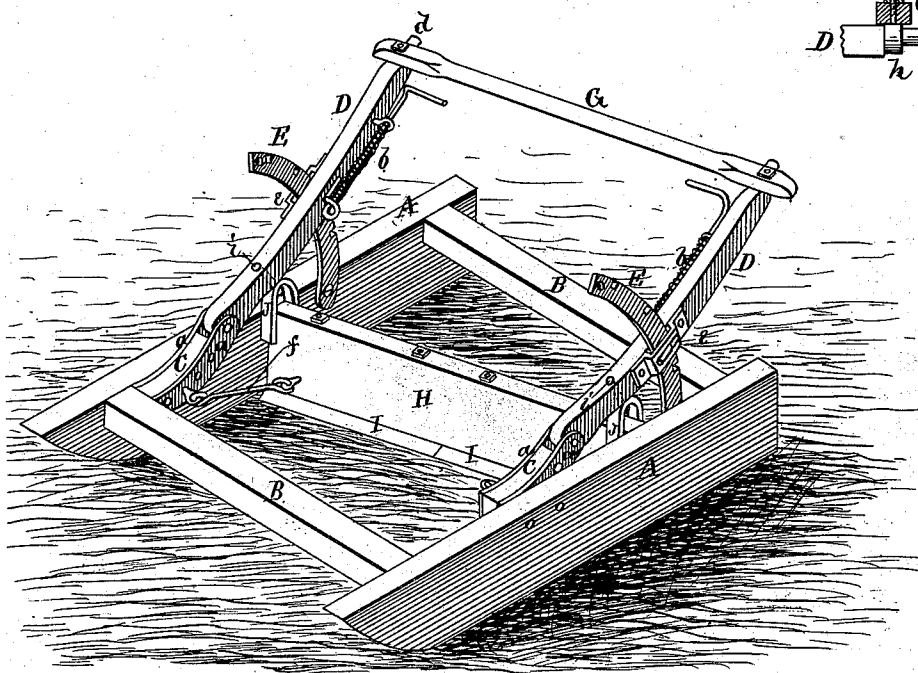


Fig. 2.

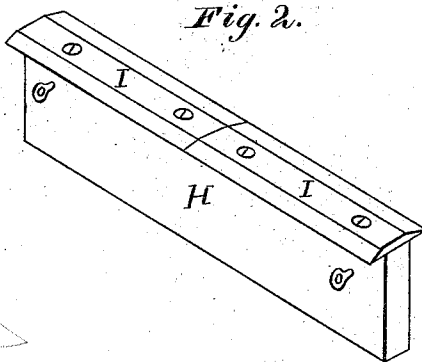


Fig. 3.



WITNESSES

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IMPROVEMENT IN ROAD-SCRAPERS.

Specification forming part of Letters Patent No. **187,687**, dated February 20, 1877; application filed October 11, 1876.

To all whom it may concern:

Be it known that I, JONA. C. WELSCH, of Edgerton, in the county of Williams, and in the State of Ohio, have invented certain new and useful Improvements in Road-Scrapers; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the construction and arrangement of a road-scraper, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a perspective view of my road-scrappers. Figs. 2 and 3 are detached views of parts thereof.

A A represent two parallel runners, connected by cross-bars B B, to form a sled of any suitable length and width, and of sufficient strength to answer the purposes for which it is intended—that is, to serve as a support for the scraping-plank, and to overcome all tendency toward side draft. To the inner side of each runner A is fastened a curved bar, C, having a plate, *a*, on each side, which plates extend in rear of the bar, as shown, and between said projecting ends of the plates *a a* the handle D is pivoted. On the inner side of each handle D is a spring-pawl, *b*, the lower end of which passes through the handle, and engages with a curved rack-bar, E, secured to, and projecting from, the runner, and passing through a loop, *e*, attached to the outside of the handle. The upper end of each handle D is formed with a round tenon, *d*, over which is placed a ring or band, *h*, which is fastened to a cross-bar, G, near the end. This cross-bar thus connects the two handles by joints which will allow one handle to be raised or lowered while the other remains stationary, and also serves as a stay to the handles, and enables the operator to raise or lower both handles at the same time. H represents a plank of suitable dimensions, provided on its lower edge with a self-sharpening double bit in two pieces, I I, which are fast-

ened to the plank by four bolts passing through the same, and fastened on top by nuts. This plank with bit is placed diagonally in the sled, so as to fill ruts that extend in the same direction that the scraper is being drawn, as well as those which are crossed by it. The plank H is fastened in its place by the supports J J at the upper edge, and by the rods *f f*, which extend from the lower edge of the plank to the handle-fastenings C C. The supports J are to be made of iron bars, in the form shown in Fig. 3, and sufficiently strong to resist all pressure which may be brought to bear on them. They are fastened to the plank H with bolts, and to the handles D by a bolt, *i*, through a long-slotted hole, *x*, forming a joint which will admit the necessary freedom of motion.

It will be seen that by the construction of parts as described the plank, with its bit, can be raised bodily to any height desired, or either end can be raised or lowered independent of the other, and the plank held steady in any position by the spring-pawls *b* engaging in the rack-bars E.

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

1. In a road-scraper, the combination of the plank H, with self-sharpening double bit I I, U-shaped supports J J, with slots *x*, rods *f f*, and the handles D D, with bolts *i i*, substantially as and for the purposes herein set forth.

2. The combination of the hinged handles D D, having tenons *d d* on their upper ends, the cross-bar G, with loops or bands *h h*, the rack-bars E E, loops *e e*, and spring-pawls *b b*, all substantially as and for the purposes herein set forth.

3. The combination of the sled A B, handle-supports C C, handles D D, the cross-bar G, jointed to the handles, the U-shaped slotted supports J J, the plank H, and bit I I, all as and for the purposes herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 25th day of September, 1876.

JONATHAN C. WELSCH.

Witnesses:

B. F. HELWIG,
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