G. O. EMERSON.

ROAD DRAG.

APPLICATION FILED MAR. 1, 1911.

1,005,946.

Patented Oct. 17, 1911.

2 SHEETS—SHEET 1.

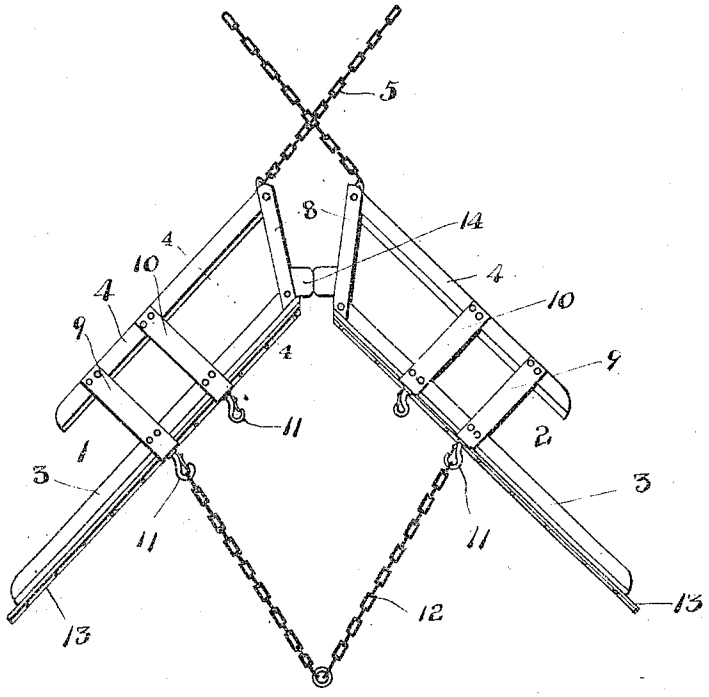

Fig. 1.

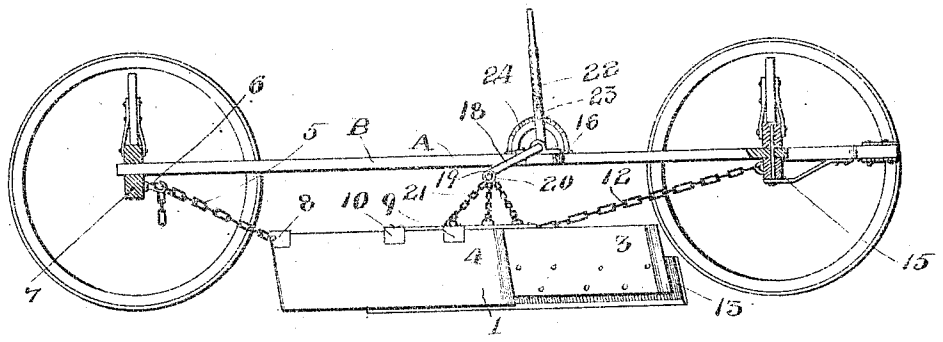

Fig. 2.

Witnesses

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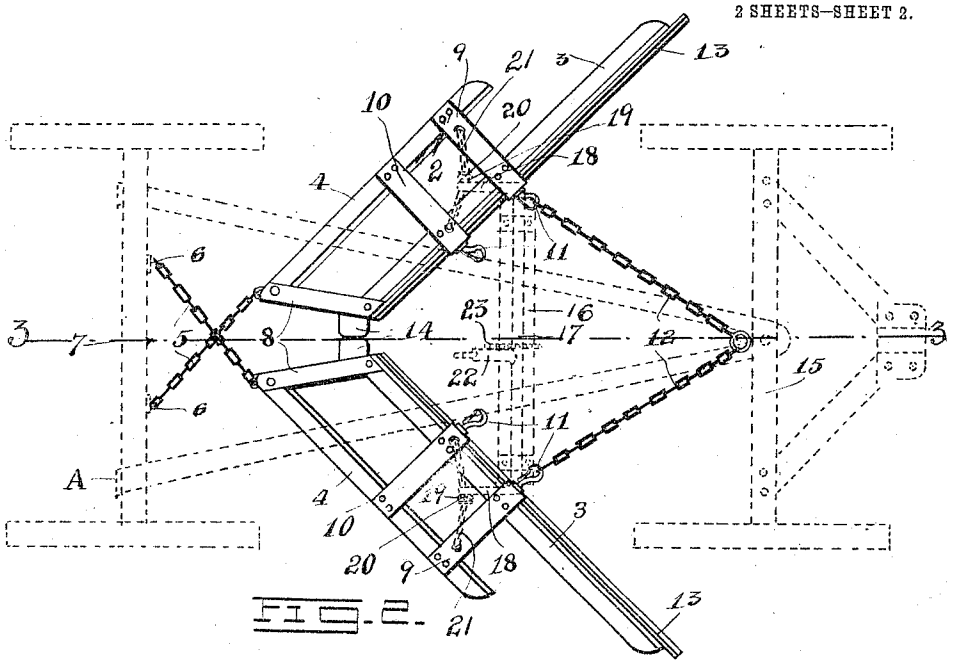

FIG. 2.

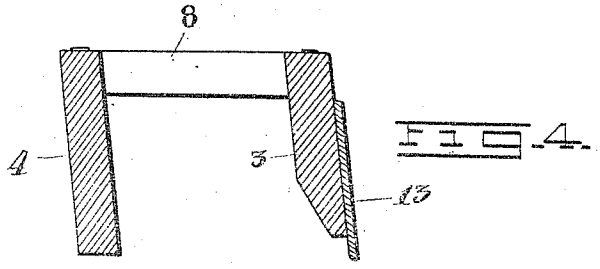

FIG. 4.

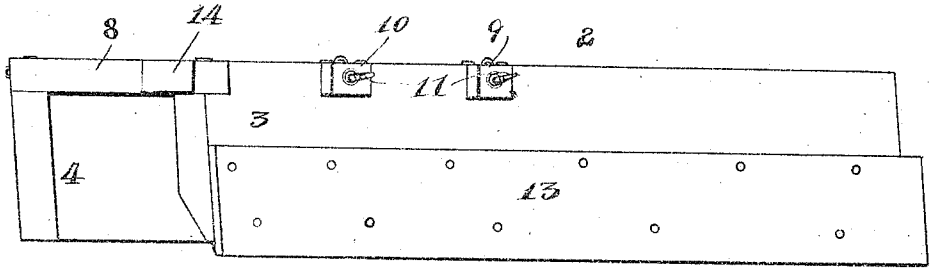

FIG. 5.

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[illegible]

UNITED STATES PATENT OFFICE.

GEORGE O. EMERSON, OF WENONDA, VIRGINIA.

ROAD-DRAG.

1,005,946. Specification of Letters Patent. Patented Oct. 17, 1911.

Application filed March 1, 1911. Serial No. 611,583.

To all whom it may concern:

Be it known that I, GEORGE O. EMERSON, a citizen of the United States of America, residing at Wenonda, in the county of Pittsylvania and State of Virginia, have invented new and useful Improvements in Road-Drags, of which the following is a specification.

This invention relates to road drags, and has for an object to provide an apparatus of this character wherein both sides of the road will be operated upon at one time, the structure being designed to occupy the center of the road when in operation and embodies flexibly connected substantially identically constructed sections which operate to conform to the slope of the road and which, in view thereof, will tend to more effectively round up the road-bed.

Another object of the invention is to provide a drag which will operate through its own weight when in contact with the ground to scrape the road in the most efficient manner and which will operate to convey the dirt to the center of the road so that imperfections at the center of the road, such as what are commonly termed mud-holes, will be filled up.

Another object of the invention is to provide means whereby the structure can be lifted so as to be disposed above the surface of the road to prevent its scraping imperfections in the road-bed, such as mud-holes or the like, and thereby obviating increasing the size of the mud-hole.

In the drawings, forming a portion of this specification and in which like numerals of reference indicate similar parts in the several views:—Figure 1 is a top plan view of my improved road drag. Fig. 2 is a similar view showing its application to an ordinary farm wagon, the wagon being shown in dotted lines. Fig. 3 is a section on line 3—3 of Fig. 2 showing the wagon in full lines. Fig. 4 is a section on line 4—4 of Fig. 1. Fig. 5 is a front view of a portion of the drag.

My improved road drag comprises members 1 and 2 each of which being provided with longitudinally extending parallel front and rear bars 3 and 4, the latter being somewhat shorter than the former. The members 1 and 2 are arranged substantially at right angles to each other and they are spaced apart at the center and flexibly connected with each other by chains or like connections 5. Each member is provided with one chain, and as shown, the chains of the respective members extend across each other and the links on the free ends of the chains are interchangeably adjustable on the hooks or like fastening or retaining devices 6 on the rear axle 7 of the vehicle A.

Each member has its front and rear bars 3 and 4 connected by the end bars 8 and by similar bars 9 and 10. The bars 9 and 10 extend rearwardly from the front of the bars 3, and as shown, each is provided with a snap fastening 11. As shown, the snap fastenings 11 on the bars 9 receive the terminals of what may be termed a draft chain 12. The chain is adjustably connected with the snap fastenings 11 for a purpose to be hereinafter described. The chain may be detached from the snap fastenings 11 and may be engaged with the snap fastenings on the bars 10 should it be found desirable, or both pairs of hooks on the bars 9 and 10 respectively may be supplied with an independent draft chain. The front bar 3 of each of the members 1 and 2 of my improved drag is provided on its front surface with a scraping blade 13 whose scraping surface or beveled head extends below the plane of the lower surface of the front bar 3. The end bar 8 of each member of the drag supports a buffer block 14, and as shown, these blocks are of a height slightly less than the height of the bars 8 so as to provide an intervening escape passage between the sections 1 and 2 of the drag and immediately beneath the buffers.

It will of course be understood that, incident to the angle of each member, they will operate to throw the dirt to the center, one member operating at one side of the road-bed and from the construction the dirt will be discharged from between the members 1 and 2 at a point beneath the buffers, or in other words, the dirt will be conveyed to the dividing line or ridge of the road-bed. Incident to the fact that the flexible connections 5 are employed for holding the sections connected with each other, the sections will immediately conform to the grade of the road when adjusted against the surface.

The farm wagon A is of a type wherein two rearwardly diverging beams B are employed, the front ends of the said beams being disposed immediately above the front

axle 15 and being so constructed as to permit the axle to be readily turned in steering, and as shown, the rear ends of the beams are suitably supported upon the axle. A support 16 is secured to the beams midway between the ends thereof. This support is arranged in parallel relation with respect to the rear axle and it has mounted thereon a rock shaft 17 having depending ends 18 which are formed to provide eyes 19 to which the rings 20 of the adjusting chains 21 are secured, a plurality of such chains, preferably three, being suitably connected to each of the members 1 and 2 of the drag, preferably at the center. The rock shaft 17 is provided with a controlling handle 22 which is provided with a spring controlled pawl 23 to engage the rack segment 24 on the beams B. This construction is such that the drag may be elevated above the surface of the ground at the will of the operator.

While a specific form of wagon has been described, it is obvious that the drag as constructed and described herein can be readily fitted to any well known form of wagon of a design which will permit the drag to be disposed between the front and rear axles, the axles being spaced sufficiently to permit relative movement of the drag sections between the front and rear wheels and to allow the ends of the drag sections to protrude from the sides of the wagon, as clearly shown in the drawings. The draft chain is such that when the drag is drawn forwardly the members 1 and 2 thereof will be moved toward each other. In operation, the rear bars 4 of the members 1 and 2 operate as trailing surfaces to assist materially in grading the road.

I claim:

1. A road drag comprising members flexibly connected with each other at their rear ends, a draft chain connected with the members at the front ends thereof and operating to move the members toward each other, and bumpers at the inner ends of the members extending throughout their length above the plane of the scraping surfaces of the members.

2. The combination with a vehicle, of a road drag located therebeneath and supported thereby and embodying angularly adjustable relatively movable members, and bumpers at the inner ends of the members contacting with each other and having their lower surfaces disposed above the plane of the lower surfaces of the members.

3. The combination with a wheeled vehicle, of a road drag comprising relatively movable members disposed between the front and rear axles of the vehicle, chains having their forward ends connected to the members and having their rear ends adjustably connected to the rear axle for holding the members at an angle to each other, and a draft chain having portions connected with the members and having a portion connected with the front axle of the vehicle.

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

GEORGE O. EMERSON.

Witnesses:

PENCIE FULTON,

MYRTLE FULTON.