U. & L. L. THOMPSON.

ROAD-SCRAPER.

No. 193,297. Patented July 17, 1877.

Fig. 1.

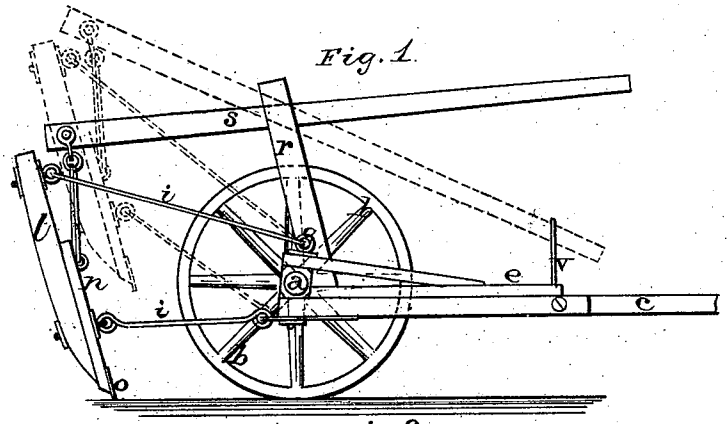


Fig. 2.

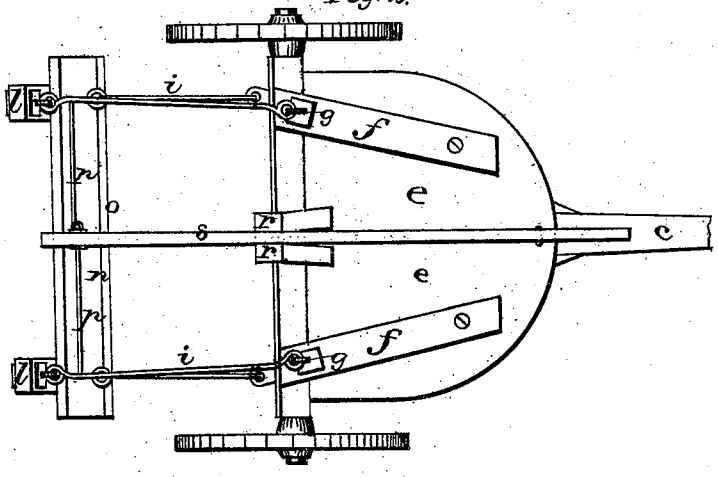
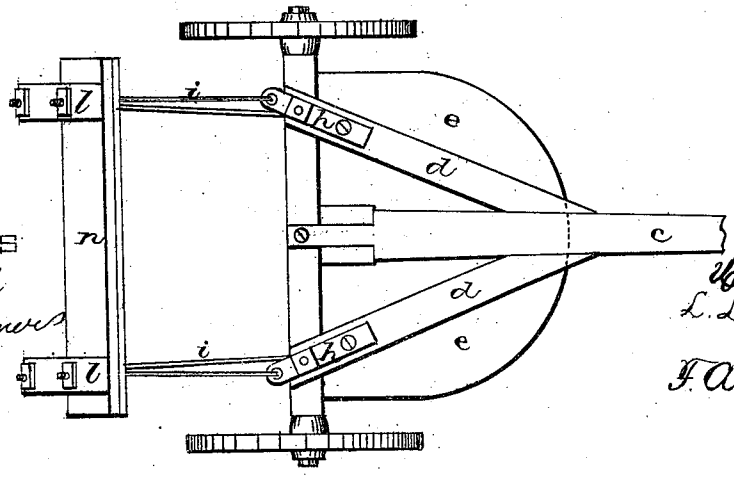


Fig. 3.



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URIAH THOMPSON AND LARANDO L. THOMPSON, OF CARDINGTON, OHIO.

IMPROVEMENT IN ROAD-SCRAPERS.

Specification forming part of Letters Patent No. **193,297**, dated July 17, 1877; application filed June 23, 1877.

To all whom it may concern:

Be it known that we, URIAH THOMPSON and L. LAROY THOMPSON, of Cardington, in the county of Morrow and State of Ohio, have invented certain new and useful Improvements in Road-Scrapers; and we 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

Our invention relates to an improvement in road-scrapers; and it consists in the arrangement and combination of devices that will be more fully described hereinafter, whereby a cheap, efficient, and easily-managed machine is produced for scraping roads, cleaning out ditches, and all other such purposes.

The accompanying drawings represent our invention.

a represents the axle, *b* the two driving-wheels, and *c* the tongue. Branching out from each side of the tongue near its rear end is the brace or support *d*, upon which is placed the platform *e* for the driver to ride upon. Upon the top of this platform are secured the two braces *f*, which extend diagonally backward toward the wheels, and have their rear ends securely fastened upon the top of the axle by means of the eyebolts *g*, which pass down through them and through the rear ends of the braces *d*. Clamped or otherwise fastened to the under sides of the rear ends of the braces *d* are the metal plates *h*, which have eyeholes through their rear ends. Hooked into the eyes on top of the bolts *g*, and into the eyes of the metal plates *h*, are the four draft-rods *i*, which have their rear ends attached to the scraper. The scraper consists of the two vertical rods *l*, wide board *n*, secured at their front sides, and the metal plate *o*, secured to the lower edge of the board in the usual manner, the two upper draft-rods, having their rear ends hooked into eye-bolts which pass directly through the top of the two rods, while the two lower draft-rods have their rear ends hooked into similar eye-bolts which pass through both the rods and the board. Through the board and the vertical rods *l* are made two or more holes, so that this board can be adjusted up and down to suit the different kinds of work that may be required of it.

Extending upward from the axle and the rear end of the tongue are the two standards *r*, upon which is pivoted the operating-lever *s*, which has its rear end connected to the scraper by means of the rods *p*. The driver, standing or sitting on the platform, can raise or lower the scraper at will. After the work is finished, or in going to or returning from the work, by depressing the front end of this lever so as to catch under the hook *v* on the front edge of the platform, the scraper will be raised high above the ground and drawn inward close behind the axle, so as to assume the position shown in the drawings. All of the rods by which the scraper is attached to the sulky-frame having universal joints, the scraper can be adjusted to any desired position, and thus adapted to any kind of work that may be required. For leveling roads, scraping out ditches, and all other such work, our machine is efficient and readily managed, while being cheap and simple in construction.

Having thus described our invention, we claim—

In a road-scraper, the combination of the draft-rods *i*, axle *a*, vertical rods *l*, scraper *o n*, lever *s*, and connecting-rod *p*, all constructed and arranged for operation, substantially as shown and described.

In testimony that we claim the foregoing we have hereunto set our hands this 15th day of June, 1877.

URIAH THOMPSON.
LARANDO LAROY THOMPSON.

Witnesses:
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