No. 799,250. PATENTED SEPT. 12, 1905.

R. M. MILLING.

ROAD SCRAPER.

APPLICATION FILED MAY 8, 1905.

Fig. 1.

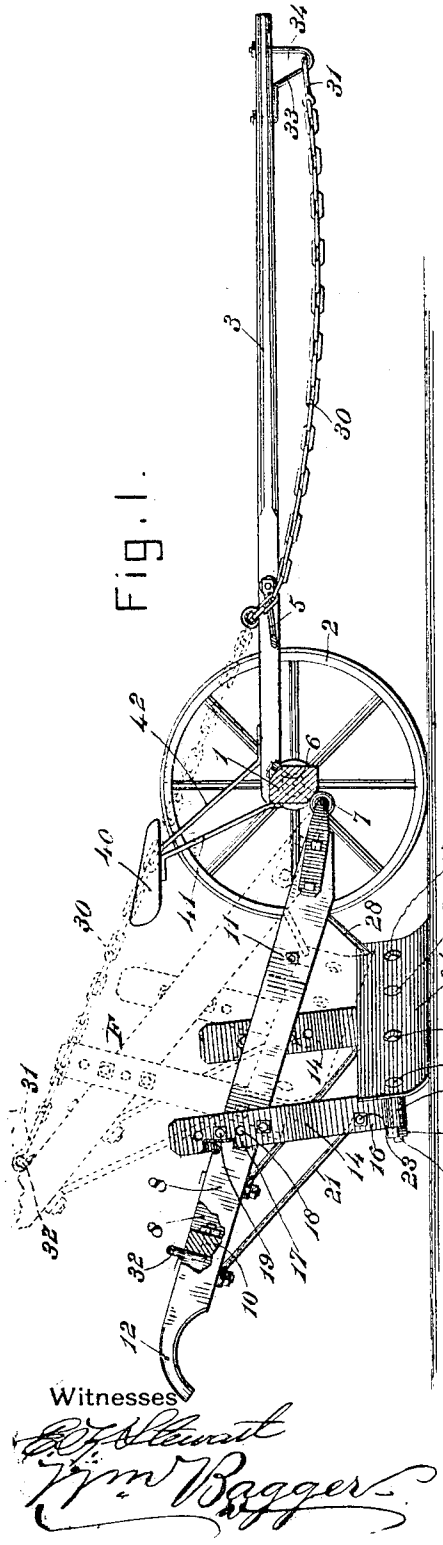


Fig. 2.

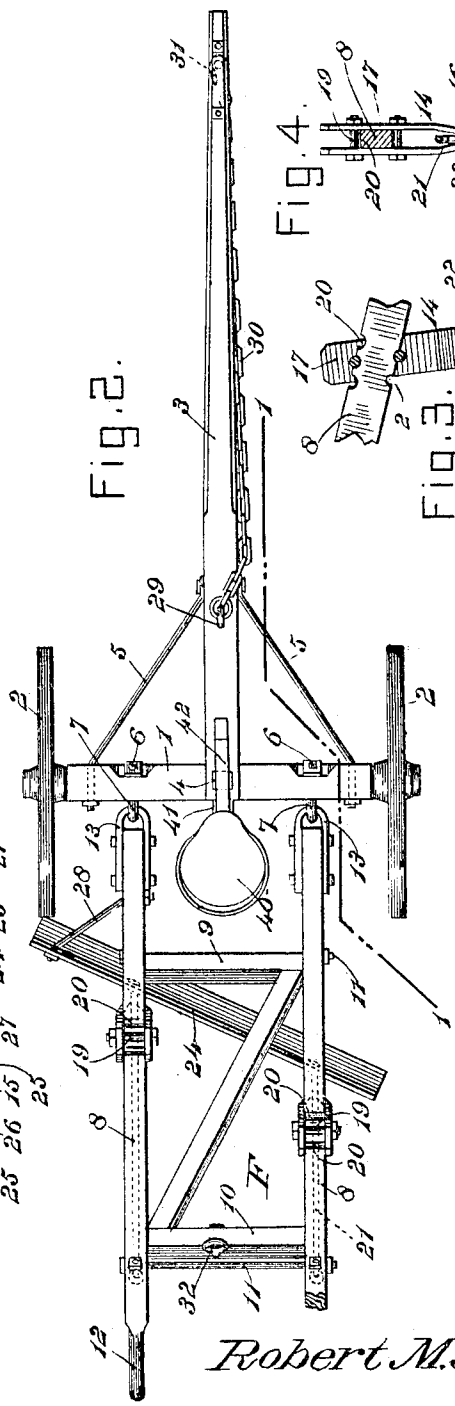


Fig. 4.

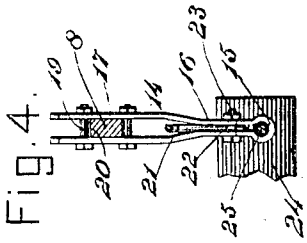
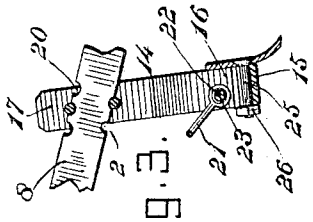


Fig. 3.



Witnesses

E. F. Stewart

Wm. Bagger

Robert M. Milling

Inventor

by Church & Co

Attorneys

ANDREW B. GRAHAM CO., PHOTO-LITHOGRAPHERS, WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

ROBERT M. MILLING, OF PLANTERSVILLE, ALABAMA.

ROAD-SCRAPER.

No. 799,250. Specification of Letters Patent. Patented Sept. 12, 1905.

Application filed May 8, 1905. Serial No. 259,464.

To all whom it may concern:

Be it known that I, ROBERT M. MILLING, a citizen of the United States, residing at Plantersville, in the county of Dallas and State of Alabama, have invented a new and useful Road-Scraper, of which the following is a specification.

This invention relates to road-working machines of that class which are best known as "road-scrapers," and which are usually equipped with a suitably-supported obliquely-disposed surface-engaging blade, whereby the surface of the road over which the machine is drawn will be smoothed and the surplus material discharged at one side.

The object of the invention is to present a machine of this class which shall possess superior advantages in point of simplicity, durability, and general efficiency; and with these and other ends in view, which will readily appear as the nature of the invention is better understood, the same consists in the improved construction and novel arrangement and combination of parts, which will be hereinafter fully described, and particularly pointed out in the claims.

In the accompanying drawings has been illustrated a simple and preferred form of embodiment of the invention, it being, however, understood that no limitation is necessarily made to the precise structural details therein exhibited, but that the right is reserved to any changes, alterations, and modifications to which recourse may be had within the scope of the invention and without departing from the spirit or sacrificing the efficiency of the same.

In said drawings, Figure 1 is a sectional elevation of a road-scraper constructed in accordance with the principles of the invention, the same being taken substantially on the plane indicated by the line 1 1 in Fig. 2. Fig. 2 is a top plan view. Fig. 3 is a sectional detail view of one of the blade-carrying standards and related parts. Fig. 4 is a rear elevation of said standard, showing the supporting-beam in section.

Corresponding parts in the several figures are indicated throughout by similar characters of reference.

The frame of the machine includes an axle 1, having carrying-wheels 2 2 and a tongue 3 connected directly with the axle by means of a bolt 4 and also by means of hounds or braces 5. Extending obliquely through the axle from the upper front corner to the lower rear corner of the same are bolts 6, having eyes 7 at their lower ends.

A frame F is provided, the same including side beams 8 8, connected and spaced apart by front bars 9 and 10 and by means of draw-bolts 11. The side beams 8 are extended rearwardly of the rear cross-piece 10 to form handles 12, and said side beams are likewise extended forwardly of the front cross-piece 9 and provided with clips or clevises 13, which are in permanent engagement with the eyes 7 of the bolts 6.

Upon the side members 8 of the frame are mounted blade-carrying standards 14, each of which may be bent from a bar or strap of iron, steel, or other suitable material of proper dimensions, each of said standards including an eye 15, at the lower end thereof, shanks 16 adjacent to said eye and spaced slightly apart, and side members 17, which are spaced apart sufficiently to include between them one of the side beams 8 of the frame. The side members 17 are each provided with a plurality of perforations 18 for the reception of bolts 19, which are disposed above and below the side beams 8, the latter being provided with suitably-disposed recesses or grooves 20 in their upper and lower edges for the reception of said bolts, whereby the standards may be adjusted at various elevations and at various degrees of inclination. Brace rods or bars 21 are provided at their lower ends with eyes 22, which are inserted between the shanks 16 of the standards, and are there secured by means of transverse clamping-bolts 23, the upper ends of said brace-rods being firmly bolted to or otherwise connected with the under sides of the beams 8.

The standards 14 are secured upon the frame-beams 8 one in advance of the other to support the scraper-blade 24, which is connected with said standards by means of bolts 25, the heads of which are countersunk in the face of the scraper-blade, said bolts extending through the eyes 15, formed at the lower ends of the standards and provided with nuts 26, whereby they may be tightened securely. The scraper-blade may be provided with auxiliary bolt-holes 27 to enable it to be laterally adjusted, and the obliquity of said blade with relation to the line of draft may be governed by the relative position of the standards 14 upon the beams 8. It will also be understood that either the right or the left end of the scraper-blade may be disposed foremost, so

that surplus material may be discharged to whichever side desired.

It is preferred that the forward end of the scraper-blade be reinforced by a brace 28, connecting it with the proximate frame-beam 8.

Secured upon the tongue 3, as by means of an eye 29, is one end of a chain 30, the other end of which has a hook 31. The rear cross-piece 10 of the frame F is provided with an eye 32, adapted to be engaged by the hook 31 for the purpose of retaining the frame F and its related parts in an elevated and inoperative position, as indicated in dotted lines in Fig. 1. When the frame is lowered and the machine is in operation, the hook 31 may be connected with the holdback-strap 33 at the front end of the tongue, and the chain may thus be supported out of the way. Another and important use of the chain is that it forms means for the attachment of an extra team which may be connected with the hook 31, said hook being first guided through the loop 34 in the holdback-strap, so that the additional draft will be properly applied.

The operation and advantages of this invention will be readily understood from the foregoing description, taken in connection with the drawings hereto annexed. The construction is simple, inexpensive, and efficient for the purposes for which it is intended.

It is preferred to mount a seat, as 40, upon the axle of the machine by means of a seat-support 41, a brace-rod 42 being extended from the under side of the seat to the tongue of the machine. Under this construction the weight of the driver will serve to relieve the necks of the draft-animals from the weight of the tongue.

Having thus described the invention, what is claimed is—

1. A wheel-supported axle, a frame having side members connected hingedly with the lower rear corner of said axle, standards mounted upon the side members of said frame one in advance of the other, and a scraper-blade supported by said standards.

2. A wheel-supported axle, a frame having side members hingedly connected with said axle and extended rearwardly to form handles, standards having eyes at their lower ends, slightly-spaced shanks and spaced side members clamped upon the side members of the frame, brace-rods secured upon the side members of the frame and having eyes extending between the shanks of the standards, and clamping-bolts extending through said eyes and shanks.

3. In a device of the class described, blade-carrying standards provided with eyes at their lower ends, slightly-spaced shanks adjacent to said eyes, and clamping-bolts extending through said shanks; brace-rods having eyes engaging the clamping-bolts between the shanks; and scraper-supporting bolts extending through the eyes at the lower ends of the standards.

4. A wheel-supported axle, a scraper-carrying frame hingedly connected therewith and having a cross-piece provided with an eye, a tongue connected with the axle, and a holdback-strap upon said tongue having a loop, in combination with a chain having one end secured upon the tongue and provided at its other end with a hook; said chain being of a length to engage the eye upon the scraper-carrying frame and also to extend through the loop of the holdback-strap.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

ROBERT M. MILLING.

Witnesses:

J. T. MELIN,

JNO. M. SEYMOUR.