

W. D. MAYFIELD.
Road-Scrapers.

No. 148,729.

Patented March 17, 1874.

Fig. 1.

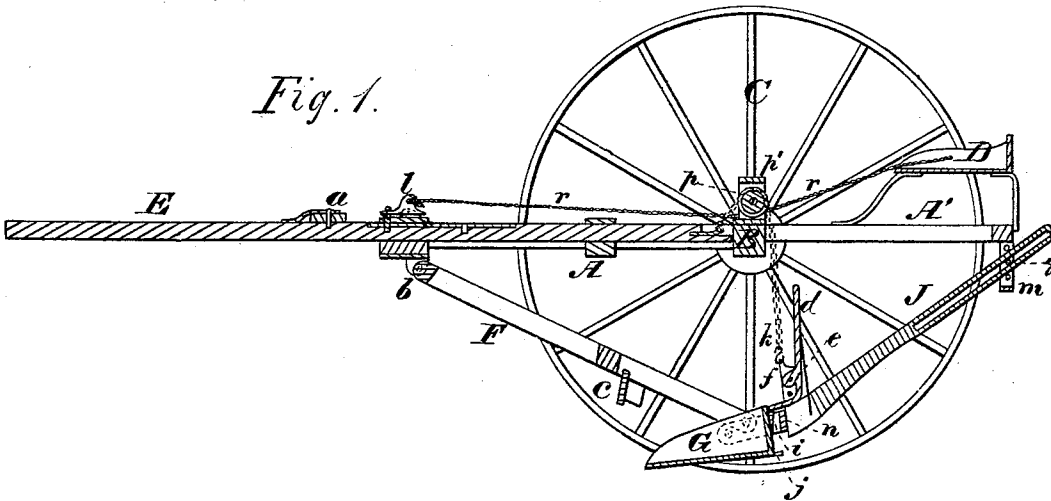
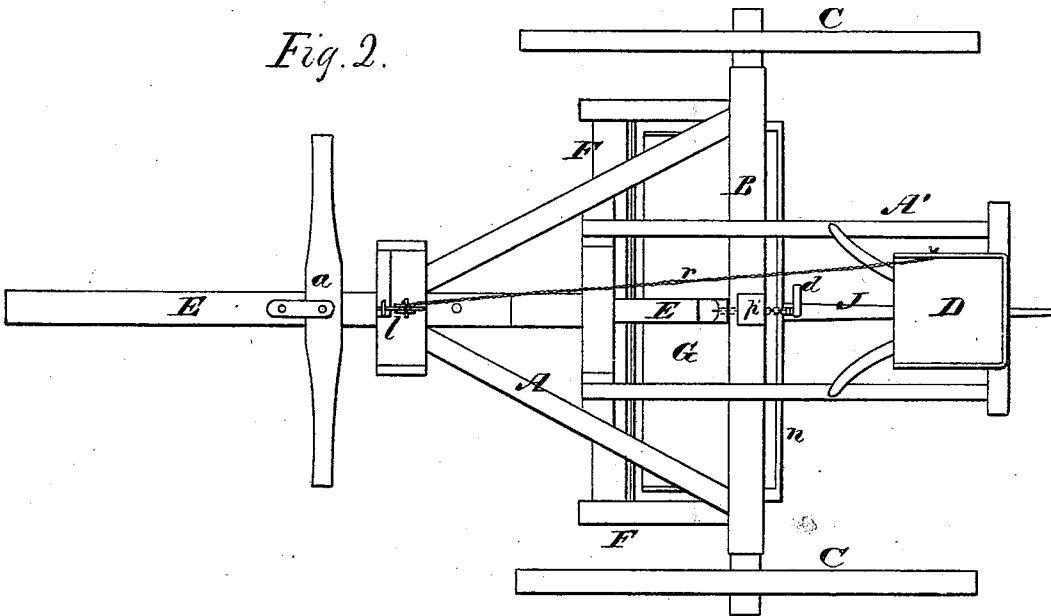


Fig. 2.



Witnesses.

Mary S. Utley.
George E. Wham.

Inventor.

William D. Mayfield,
Chipman & Sonner & Co.,
Attys.

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Fig. 3.

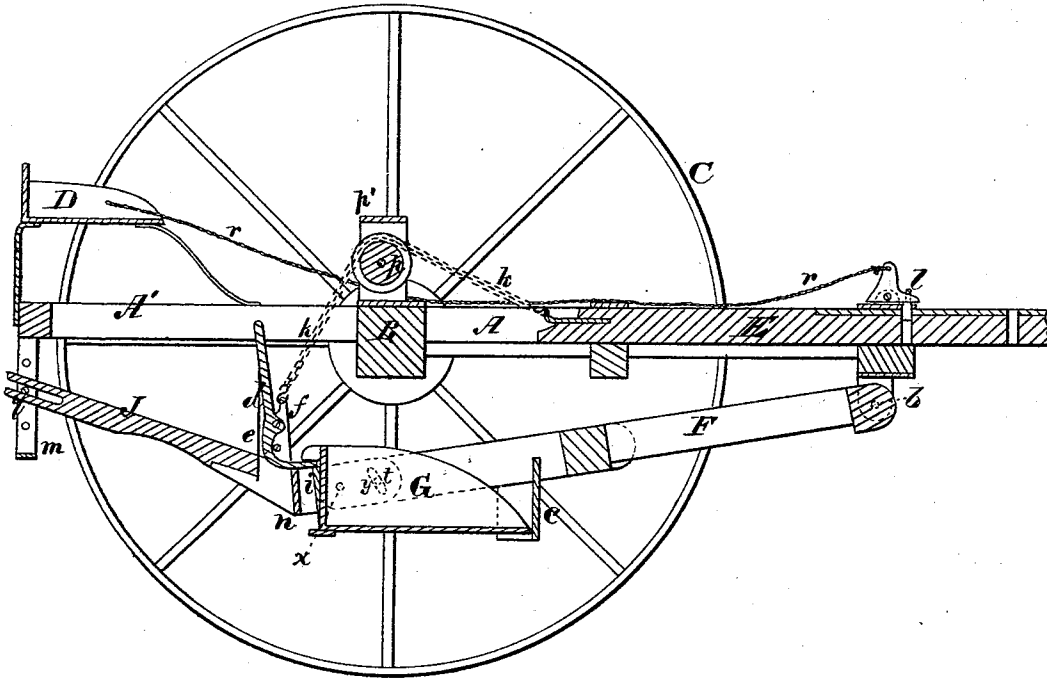
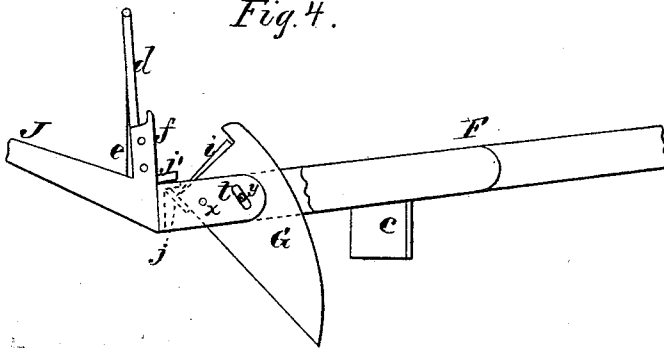


Fig. 4.



WITNESSES,
Mary J. Utter.
George E. Wham,

By

INVENTOR
William D. Mayfield.
Chipman & Hosmer, C.
Attorneys.

UNITED STATES PATENT OFFICE.

WILLIAM D. MAYFIELD, OF FORT WORTH, TEXAS.

IMPROVEMENT IN ROAD-SCRAPERS.

Specification forming part of Letters Patent No. 148,729, dated March 17, 1874; application filed October 18, 1873.

To all whom it may concern:

Be it known that I, WILLIAM D. MAYFIELD, of Fort Worth, in the county of Tarrant and State of Texas, have invented a new and valuable Improvement in Road-Scrapers; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a sectional view of my road-scraper. Fig. 2 is a plan view of the same. Fig. 3 is a vertical horizontal sectional view. Fig. 4 is a detail.

This invention has relation to road-scrapers which have their shovels or scoops suspended from a carriage-frame, on which the driver sits while at work. It consists in arranging, in front of the scraper, a fender, which will prevent earth falling from this scraper when raised and moved from one place to another; and in a means for relieving the scraper pivots or gudgeons from undue strain while the scraper is being filled, as will be hereinafter explained.

The following is a description of my improvements:

In the annexed drawings, A represents a triangular frame, which is secured rigidly to the axle B of the transporting-wheels C C. D is a driver's seat, which is mounted on extensions A' of the frame, and so located that the weight of the driver is in rear of the axle B. E is the draft-tongue, which slides longitudinally through the frame A, and is provided with a double-tree, a. This pole is held in place in the two positions which it is allowed to assume by means of a latch-pin on an angular lever, l, which latter has attached to it a rope, r, that extends back to the driver's seat D. F represents a frame, which is connected, by a pivot, b, at its front end, to the under side of the cross-bar of frame A, and which extends downward and backward beneath the axle B. The rear ends of the frame F are connected together by a cross-bar, n, the angular portions of which are pivoted to

said frame at x. In front of the pivots x a scraper, G, is connected to the angular portions of the bar n by means of pivots y, which allow this scraper to be tilted for discharging a load, and also to be raised, as shown in Fig. 3. The cross-bar n has an arm, J, secured to it at the middle of its length, which extends backward and upward through a guide-loop, m, depending from the seat-frame A', and receives, through an oblong slot made longitudinally through it, a removable pin, q. There are several holes through the guide-loop m, for receiving the pin q and allowing the arm J and scraper G to be adjusted at different inclinations. The scraper G is held in position for gathering a load by means of a latch, d, which is pivoted to a standard, f, on arm J, and acted on by a spring, e. This latch catches over a lug, i, on the back of the scraper, and, when it is released therefrom by the driver, the scraper will be tilted forward and caught by lips j coming in contact with lips j' on the bar n, in which position the scraper will discharge its load.

When the scraper is adjusted in working position and its front end strikes the ground, it is allowed by slots t to move backward and upward until its back touches the bar n, thereby relieving the pivots y from strain, and, at the same time, giving a firm support to the scraper.

The rear end of the draft-pole E is connected to the standard f by means of a chain, k, which passes over a pulley, p, in an arched standard, p'.

When the scraper has gathered a load, the driver releases the draft-pole E and allows it to move forward until the scraper is raised to the position indicated in Fig. 3, in which position the earth will be prevented from falling out by means of a fender or guard, c, on the frame F, and the draft-pole will be caught and held by means of the catch l.

The load is discharged from the scraper by pressing forward the latch-arm d, after which the scraper is lowered to a working position by sliding back the draft-pole and latching it.

What I claim as new, and desire to secure by Letters Patent, is—

1. The fender or earth-guard *c* on pivoted frame *F*, in combination with the tilting scraper, as and for the purposes described.

2. The scraper *G*, connected to the ends of a cross-bar, *n*, by pivots *y* in oblong slots *t*, the cross-bar being pivoted to frame *F*, and provided with a slotted arm, *J*, which works through a guide-loop, *m*, as and for the purposes described.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

WILLIAM DUDLEY MAYFIELD.

Witnesses:

F. HARLOW,
R. W. TANNAHILL.