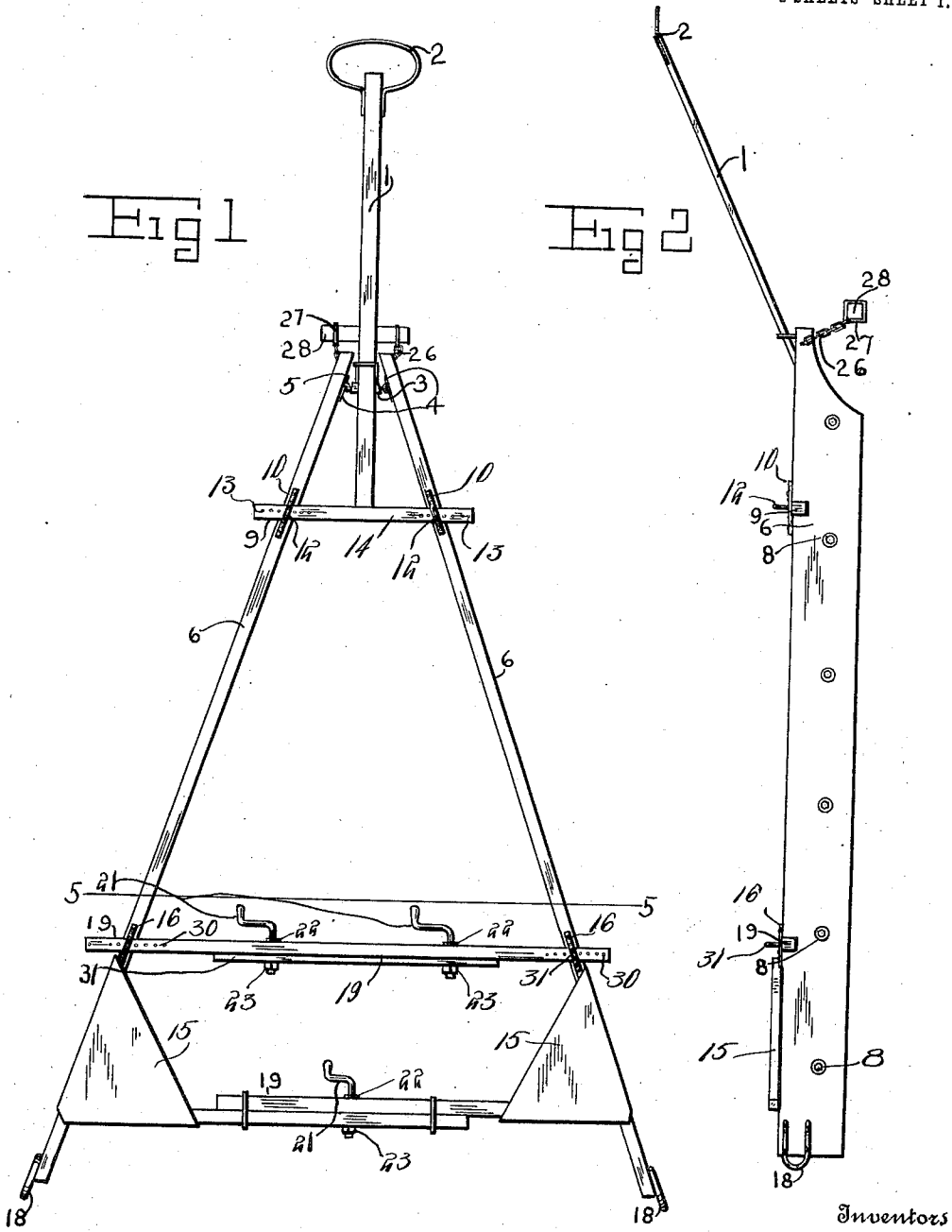


W. L. BOTT & O. M. DAVIS.
ROAD DRAG.
APPLICATION FILED OCT. 9, 1911.

1,019,417.

Patented Mar. 5, 1912.
2 SHEETS—SHEET 1.



Witnesses
S. L. Rosenberg.
Chas. Parsons

Inventors
W. L. Bott and
O. M. Davis,
By Harry C. Chandler

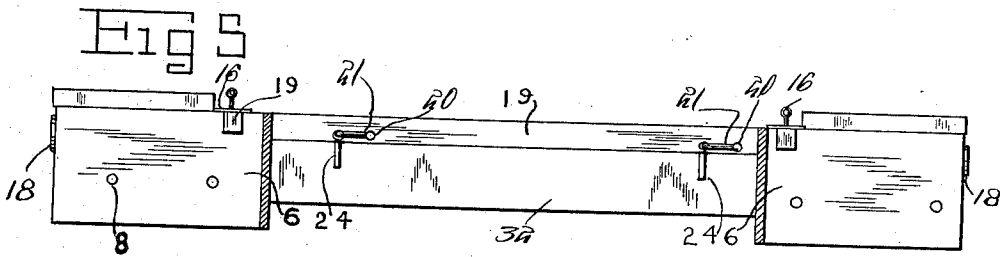
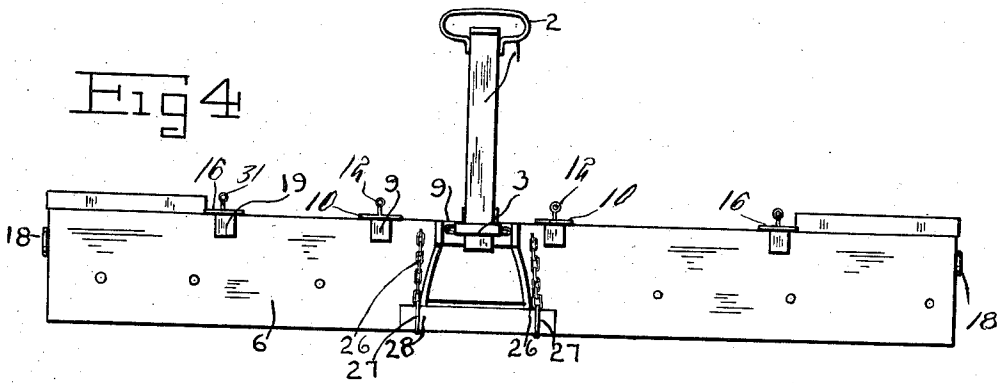
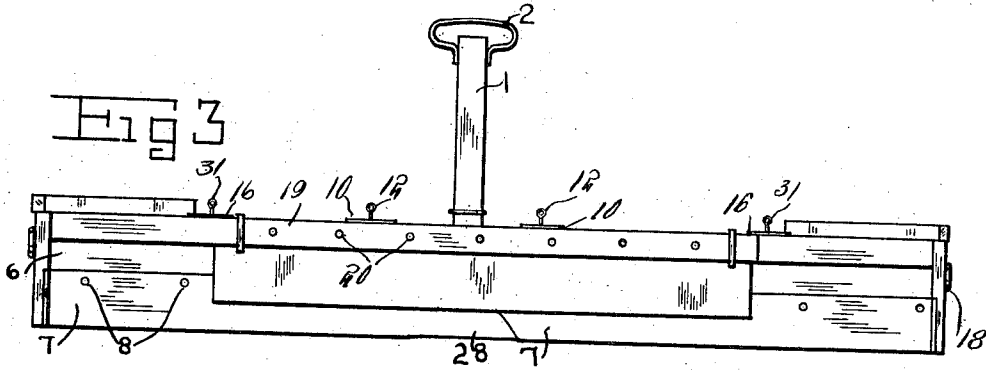
Attorney

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S. L. Rosenberg
OKK Parsons

Inventors
W. L. Bott and
O. M. Davis,
By Harry Ellis Chumley

Attorney

UNITED STATES PATENT OFFICE.

WILLIAM L. BOTT AND OTIS M. DAVIS, OF STAR CITY, INDIANA.

ROAD-DRAG.

1,019,417.

Specification of Letters Patent.

Patented Mar. 5, 1912.

Application filed October 9, 1911. Serial No. 653,697.

To all whom it may concern:

Be it known that we, WILLIAM L. BOTT and OTIS M. DAVIS, citizens of the United States, residing at Star City, in the county of Pulaski and State of Indiana, have invented certain new and useful Improvements in Road-Drags, of which the following is a specification.

Our invention relates to improvements in road drags, and has for its leading object the provision of an improved form of readily adjustable drag which may be employed to both scrape the road to cause material from the sides of the road to shift into the central portion of the road to fill up the ruts and holes and which may also be employed as a leveler to level off the material scraped by the drag to the central portion of the road.

Another object of our invention is the provision of an improved form of road drag in which both the angle of incidence of the scraping blade members of our drag may be readily adjusted as desired and in which the position of the lower edge of the main leveling device may also be readily varied.

Other objects and advantages of our improved road drag will be readily apparent by reference to the following description taken in connection with the accompanying drawings, and it will be understood that we may make any modifications in the specific structure shown and described within the scope of our claim without departing from or exceeding the spirit of the invention.

Figure 1 represents a top plan view of our invention. Fig. 2 represents a side elevation thereof. Fig. 3 represents a front view of the same. Fig. 4 represents a rear view of our invention, and Fig. 5 represents a cross sectional view on the line 5-5 of Fig. 1.

In the drawings, the numeral 1 designates the guide beam or handle of our drag, said beam having formed on its rear end the handle loop 2 and having secured thereto intermediate its length the short cross bar 3. Pivottally secured to the ends of the said cross bar 3 are the ears 4 of the plates 5 which are fastened to the rear ends of the planks or beams 6 which form the main frame portions of our drag, said members 6 being faced at the bottom thereof with the steel scraper plates 7 secured in position by the bolts 8.

Formed in the beams 6 near the rear ends

thereof are the recesses 9 spanned by the straps 10 having apertures 11 therein through which pass the pins 12 also passing through the apertures 13 formed in the brace 14, the pins 12 serving to lock the members 6 in adjusted position relative to the brace 14 which holds the members 6 in desired spaced relation. The inner or forward end of the handle beam 1 is secured to the central portion of the brace 14 which also braces the handle. To further secure the frame members 6 in position, we secure to the forward ends thereof adjacent the whiffle-tree engaging loops 18 the braces 19 having the apertures 20 therein through which extend the crank bolts 21 having the washers 22 and nuts 23 engaged thereon. Said bolts 21 are passed through desired apertures 20 of the braces 19 when turning of the bolts will draw the nuts thereon and will serve to lock the braces 19 in adjusted position relative to each other, triangular plates 15 secured at the angles where the braces meet the members 6 serve to aid in securing the braces 19 in correct position relative to the members 6.

To readily level the road over which our improved scraper passes and scrape off bumps in the central portion thereof, we form in the forward portion of the members 6 recesses spanned by the perforated plates 16, said recesses serving to receive the braces 19 having apertures 30 to receive the pins 31 passing downward through the apertures of the plates 16, said braces thus being adjusted in the same manner as the braces 14. Crank bolts 21 pass through the said bolts and through vertical slots 24 in the leveling plate 32, and turning of said crank bolts serves to force the nuts 23 against the plate to lock the same in desired vertically adjusted position.

To slightly level off the material which is scraped inward by the facing plates 7 of the frame members 6, we secure to said frame members near their rear ends the chains 26 having secured to their other ends the bands 27 passing around the heavy wood or steel block 28 which follows behind the passage or space 29 between the rear ends of the frame members and serves to level off the material passing through said space.

In the operation of our road drag and leveler, we first loosen the bolts 21 and raise the pins 12 and 31 and set the drag for the width of the road and raise the leveling

plate 32 into position where it will not engage the road. We then draw our drag over the road for the first time when the drag will scrape the material from the sides of the road toward the center thereof, said material filling in the ruts and holes in the road and the leveler block 28 to some extent leveling off the ridge formed by the material in the middle of the road. We then loosen the bolts 21 and shift the plate 32 downward and again tighten the bolts 21, thus locking the plate in depressed position. On going over the road a second time with the plate depressed, said plate will engage any ridges or inequalities of the road and will serve to satisfactorily level off the same.

From the foregoing description taken in connection with the accompanying drawings, the construction and operation of our road drag will be readily understood, and it will be seen that we have provided a simple and efficient readily adjustable device of this character in which the same securing means serve to both secure the adjustment controlling braces of the scraper members in posi-

tion and also serve to secure the leveling plate in vertically adjusted position.

We claim:

A road drag comprising a beam, a cross bar carried thereby, scrapers pivoted to the cross bar, overlapping braces secured to the scrapers and having alined apertures formed therein, locking bolts engaged in certain of the apertures for clamping the braces together to retain the scrapers in relatively adjusted position, a leveler plate having vertically extending slots formed therein, a transverse brace adjustably secured to the scrapers, and clamp bolts passing through the said brace and through the vertical slots of the plate, whereby tightening of said bolts serves to clamp the plate to the brace in vertically adjusted position.

In testimony whereof we affix our signatures, in the presence of two witnesses.

WILLIAM L. BOTT.
OTIS M. DAVIS.

Witnesses:

R. P. MINTON,
F. H. GONER.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."