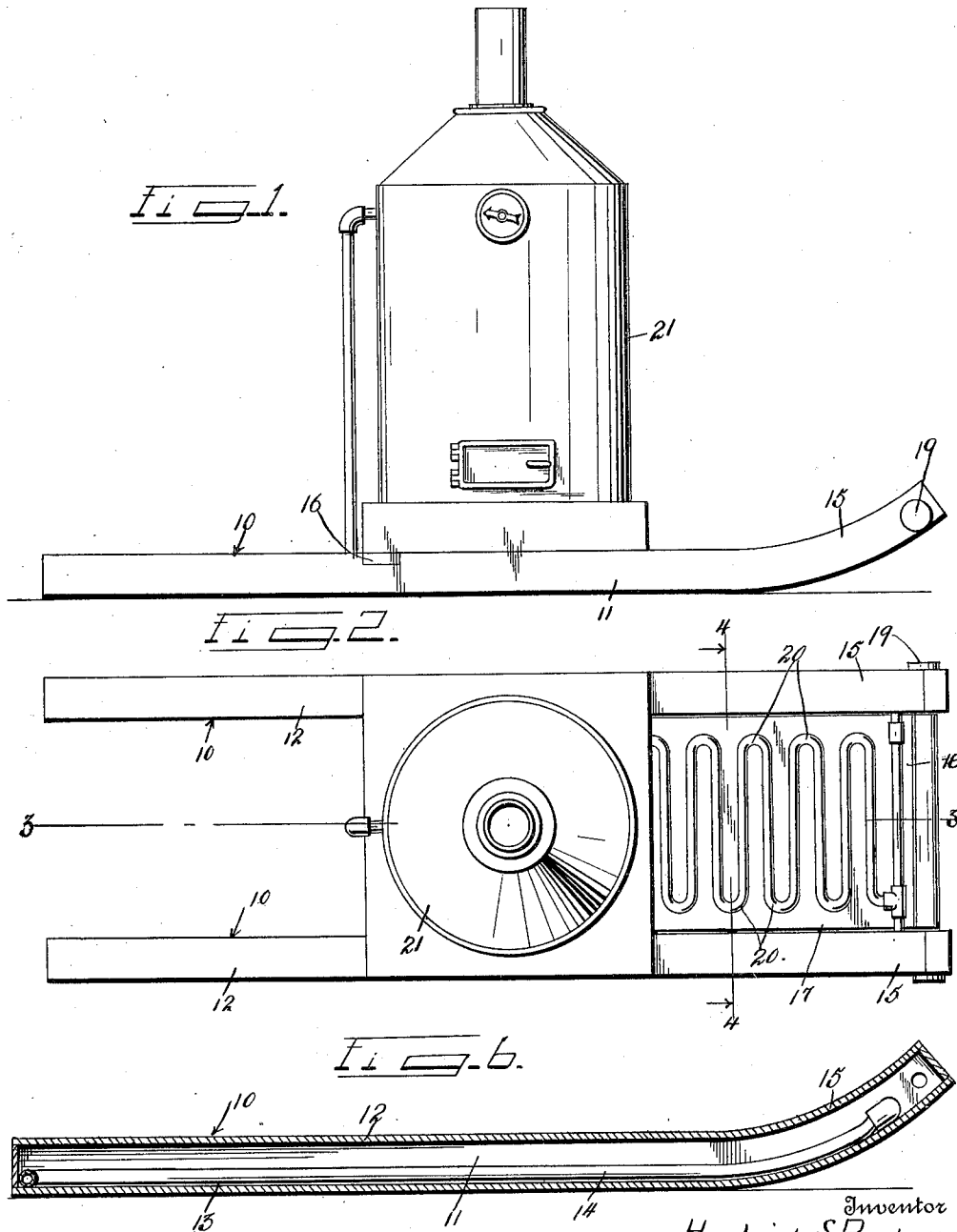


H. S. PARKER.
STEAM ROAD ICER.
APPLICATION FILED MAY 23, 1911.

1,029,508.

Patented June 11, 1912.

2 SHEETS-SHEET 1.



Inventor
Harleigh S. Parker

Witnesses

Edwin Burch

By

Charles C. Parker

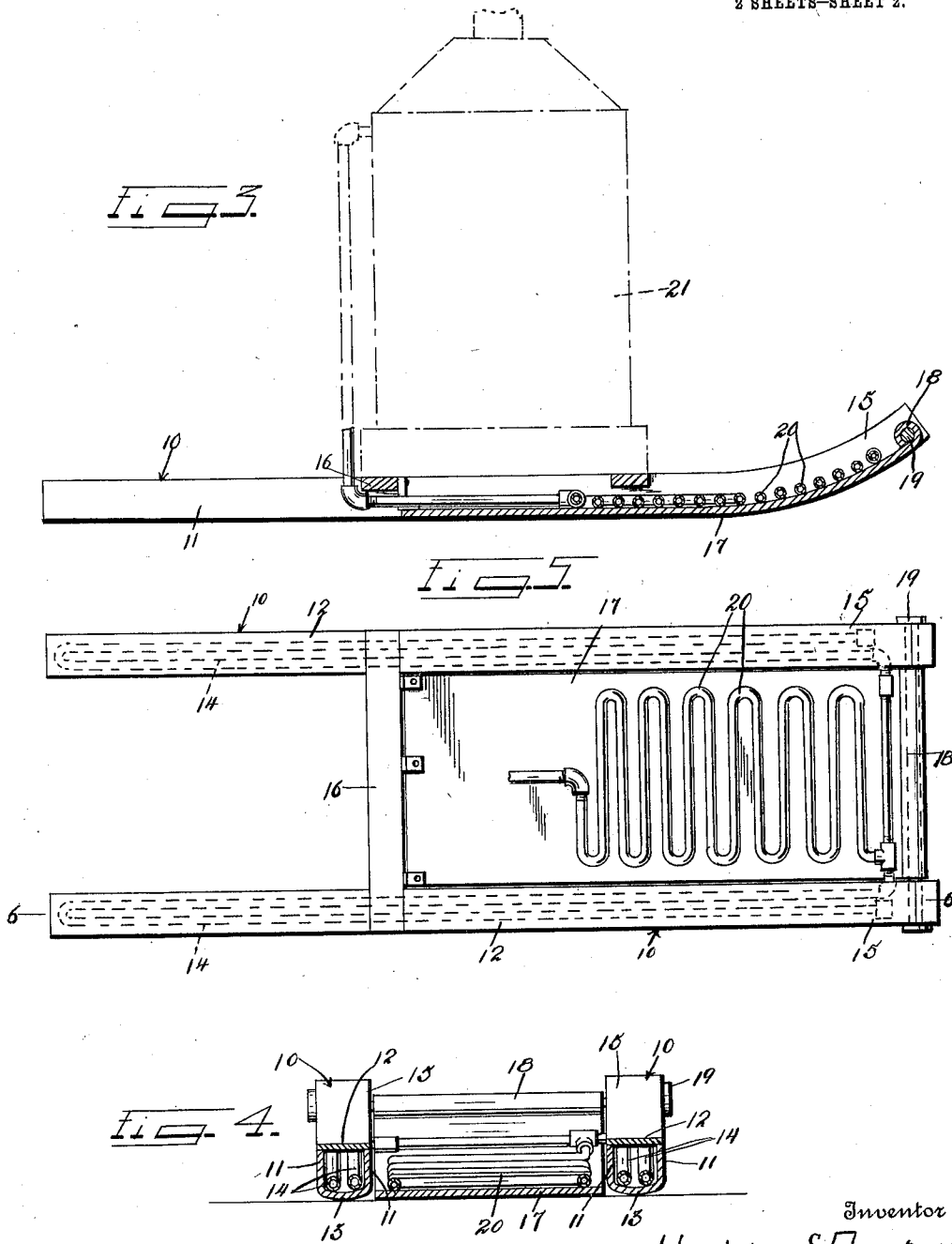
Attorneys

H. S. PARKER.
STEAM ROAD ICER.
APPLICATION FILED MAY 23, 1911.

1,029,508.

Patented June 11, 1912.

2 SHEETS—SHEET 2.



Witnesses

J. C. Smith
J. E. Smith

Inventor

Harleigh S. Parker

By

Charles C. Smith

Attorney.

UNITED STATES PATENT OFFICE.

HARLEIGH S. PARKER, OF LITTLEFORK, MINNESOTA.

STEAM ROAD-ICER.

1,029,508.

Specification of Letters Patent.

Patented June 11, 1912.

Application filed May 23, 1911. Serial No. 629,067.

To all whom it may concern:

Be it known that I, HARLEIGH S. PARKER, a citizen of the United States, residing at Littlefork, in the county of Koochiching, State of Minnesota, have invented certain new and useful Improvements in Steam Road-Icers; and I 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 appertains to make and use the same.

This invention relates to a steam road icer and the object of the invention is to provide a device of this character which will melt the snow in the center of a road after a snow as well as in the tracks or ruts in which the logging sleighs travel, thereby providing a machine which will accomplish the combined operations of a usual rutter or plowing machine and a sprinkling cart usually employed for making ice roads.

A further object of the invention is to provide a machine which will form the iced road and the ruts at the same time as the machine is drawn over the road after a snow and the invention consists in a novel form of sleigh and arrangement of heating pipes or coils which will melt the snow and also prevent the necessity of plowing the road.

With these and other objects in view the invention consists of certain other combinations and arrangements of parts, as will be hereinafter more fully described and claimed, it being a still further object to provide a device which will not be likely to get out of working order.

In the drawings:—Figure 1 is a side elevation of my improved road icer. Fig. 2 is a top plan view thereof. Fig. 3 is a longitudinal sectional view on the line 3—3 of Fig. 2. Fig. 4 is a transverse sectional view on the line 4—4 of Fig. 2. Fig. 5 is a detail plan view of the sleigh. Fig. 6 is a sectional view on the line 6—6 of Fig. 5.

Referring to the drawings in detail, there is shown my improved road icer, which comprises a sleigh having the runners 10 which are provided with flat sides 11 and upper side 12 and a rounded bottom portion 13 adapted to properly form the ruts, each of the runners being arranged with a series of coiled pipes 14 therein and which

extend into the upwardly curved front portions 15 thereof. The sleigh comprises the usual running gear and the runners are also connected by a cross brace 16 adapted to support the rear end of an apron 17 which is mounted upon the runners and has an upturned forward portion 18 curved in a similar manner with the forward ends of the runners and connected thereto by a transverse rod 19.

Mounted upon the apron 17 which is preferably constructed of steel are a series of coils 20 of a steam pipe, said coils being disposed transversely thereof between the runners and having connection with a boiler 21 mounted upon the sleigh. The object of the apron or more particularly the transverse heating pipes is to melt the snow in the center of the road so that an entirely ice road bed will be formed instead of only in the ruts as heretofore done with such devices, it being understood that steam is generated in the boiler and is forced through the coils 20 which have communication at opposite sides with the forward ends of the coils 14 so that the steam will be thoroughly distributed through the latter coils which are disposed in the hollow runners 10.

In the operation of the device the machine is drawn over a road after a snow and the pressure of the heated runners with the weight of the sleigh and boiler and the transverse heating pipes which are arranged upon the apron, will thoroughly melt the snow to make a solid ice road, thereby avoiding the necessity of first plowing the road and sprinkling the same. In many localities where logging is done, it is impossible to log with the ice roads and oftentimes impossible to obtain sufficient water to form an ice road and my invention utilizes the snow in an advantageous manner and greatly cheapens the expense of forming such roads as well as providing means for continuously keeping the same in proper condition.

The device is cheap in construction and operation and effective in its purpose and the logging operation is greatly facilitated.

I claim:—

A steam road icer comprising a sleigh having hollow runners having upturned forward ends, cross members connecting

the runners, a transverse rod connecting the forward ends of the runners, a sheet metal apron secured between the bottom edges of the runners and having its forward end
5 coiled around the rod, longitudinal heating pipes in the runners, a plurality of heating coils mounted between the runners and supported on the apron, said pipes and coils

communicating with each other and means for supplying heat to the pipes.

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

HARLEIGH S. PARKER.

Witnesses:

ABE OLSON,

CHAS. S. JAMESON.

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