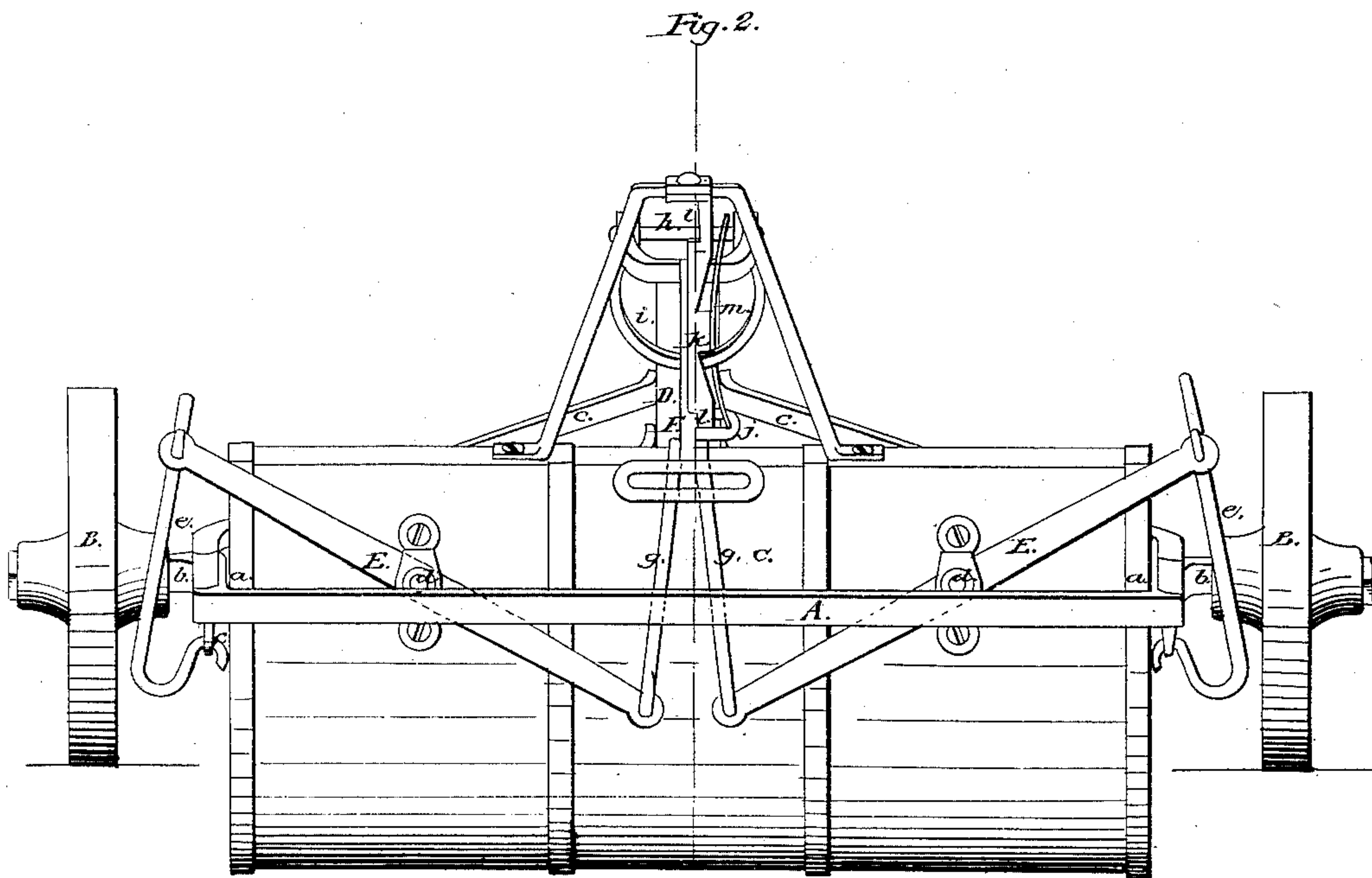
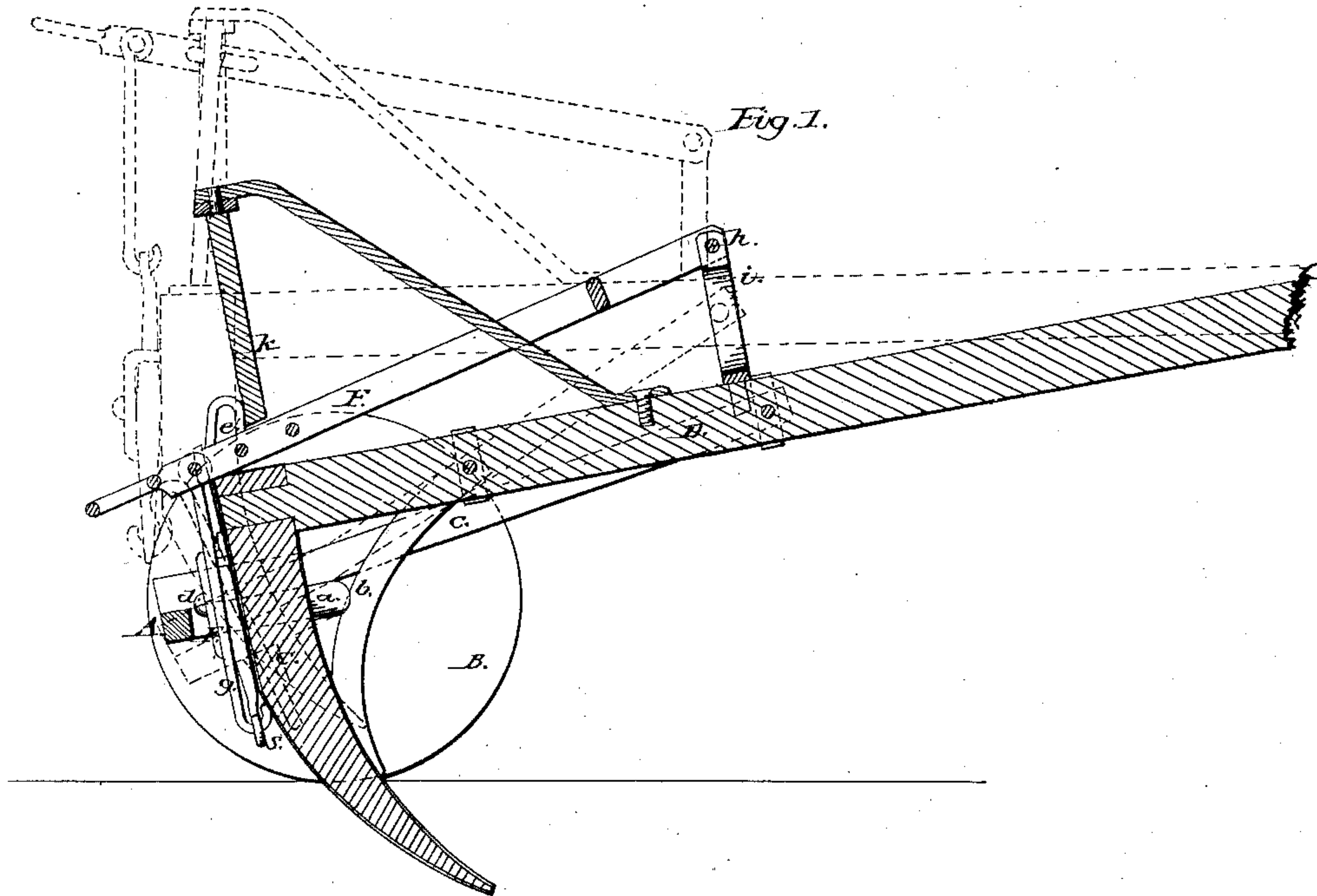


N. Peck.
Earth Scraper.

Nº 37,176.

Patented Dec. 16, 1862.



Witnesses:
Wm. Coombs
Geo. Reed

Inventor:
Nelson Peck
per Munn & Co.
Attorneys

UNITED STATES PATENT OFFICE.

NELSON PECK, OF JAY, NEW YORK.

IMPROVEMENT IN EARTH-SCRAPERS.

Specification forming part of Letters Patent No. 37,176, dated December 16, 1862.

To all whom it may concern:

Be it known that I, NELSON PECK, of Jay, in the county of Essex and State of New York, have invented a new and Improved Earth-Scraper; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a side sectional view of my invention, taken in the line *x x*, Fig. 2. Fig. 2 is a back view of the same.

Similar letters of reference indicate corresponding parts in the two figures.

This invention relates to a new and improved earth-scraper, designed for repairing roads and for general grading purposes.

The invention consists in a novel and improved combination and arrangement of the scraper, wheels, draft-pole, and levers, as hereinafter fully shown and described, whereby the scraper may, with the greatest facility, be raised and lowered—lowered to perform its work and raised to discharge its load.

The invention is an improvement on a device for the same purpose patented by me January 3, 1860. The principal advantage of the former consists in relieving the wheels of all lateral strain or pressure in elevating the loaded scraper, a result which attended the operation of the patented machine.

To enable those skilled in the art to fully understand and construct my invention, I will proceed to describe it with reference to the drawings.

A represents the axle of the machine, the ends *a a* of which are bent at right angles to its main portion, and are provided with arms *b b*, on which the wheels B B are fitted to rotate freely.

C is the scraper, which may be constructed of wood shod with metal at its lower end to resist wear. This scraper extends the whole width of the space between the bent ends *a a* of the axle A, and it is of concave form at its face or front side, its lower end being about in line with the centers of the wheels or the arms *b b* thereof. To the upper part of the scraper, at its center, the draft-pole D is rigidly attached, and the draft-pole is connected to the

ends *a a* of the axle by means of oblique rods *c c*.

To the back of the scraper C there are attached two levers, E E, their fulcrum-pins *d* passing through their centers. The lower ends of these levers are connected by links or arms *e e* to the bent ends *a a* of the axle A, the lower ends of the links or arms *e e* being fitted in eyes *f* at the under sides of *a a*. The inner ends of the levers E E are connected by rods *g g* to the outer end of a lever, F, which is connected at its front end by a fulcrum-rod, *h*, with an upright, *i*, attached to the draft-pole D. The lever F, near its outer end, is provided with a guide, *j*, which works on an upright, *k*, attached to the upper edge of the scraper, said upright being provided at one side with a notch, *l*, at its upper and lower end, and having a spring, *m*, at its opposite side. This spring turns the lever F into either of the notches *l* as it is raised and lowered.

From the above description it will be seen that when the outer end of the lever F is depressed and fitted in the lower notch, *l*, of the upright *k*, the scraper C will be at its lowest point, and the wheels B B some distance above the lower edge of the scraper, which is in this adjustment of the parts in its working position, and will scrape up the earth before it as the machine is drawn along. The scraper is raised in order that it may discharge its load by raising the outer end of the lever F, the wheels B in this case resting upon the earth, and the lower edge of the scraper being above it, as shown in red outline in Fig. 1. By this arrangement the wheels B are not subjected to any lateral strain when the scraper C is raised, as the wheels are attached to a permanent axle, or one which is not connected with the levers E E, in such a manner as to be affected by their action, as is the case in the patented machine previously alluded to.

Another advantage my invention possesses is that the axle A, in consequence of being bent at the ends, as shown, admits of the lower part of the scraper being in line with the centers of the wheels. This arrangement admits of the machine operating perfectly in case of being backed into a ditch or hollow in a road, the scraper being brought in contact

with the earth without the necessity of forcing the wheels up the back bank or slope of the ditch.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The combination of the scraper C, draft-pole D, axle A, and levers E E F, all arranged

to operate substantially as and for the purpose herein set forth.

NELSON ^{his} X PECK.
mark.

Witnesses:

GEORGE G. TOBEY,

ANNA H. TOBEY.