

W. W. Johnson,

Road Scraper,

N<sup>o</sup> 62,273.

Patented Feb. 19, 1867.

Fig. 1

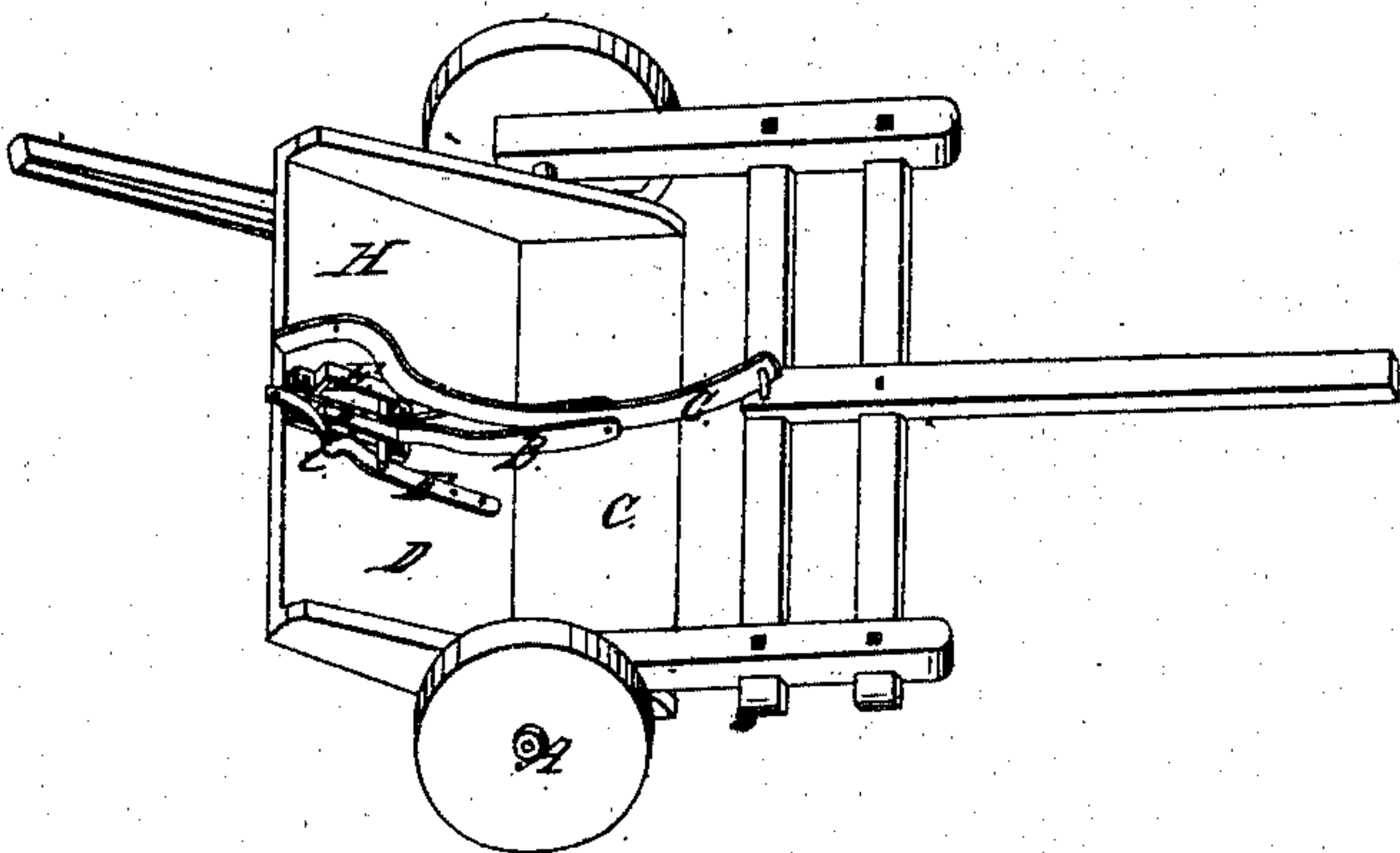


Fig. 5

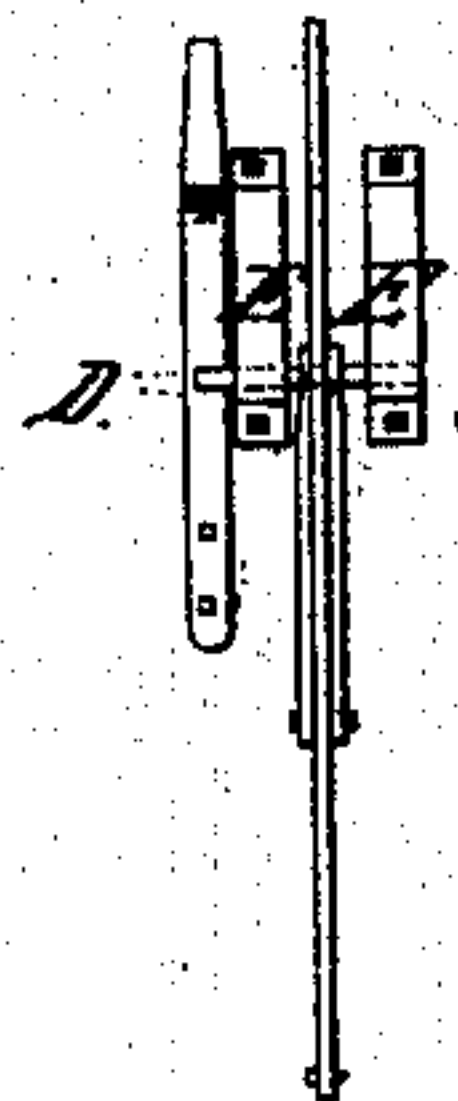


Fig. 2

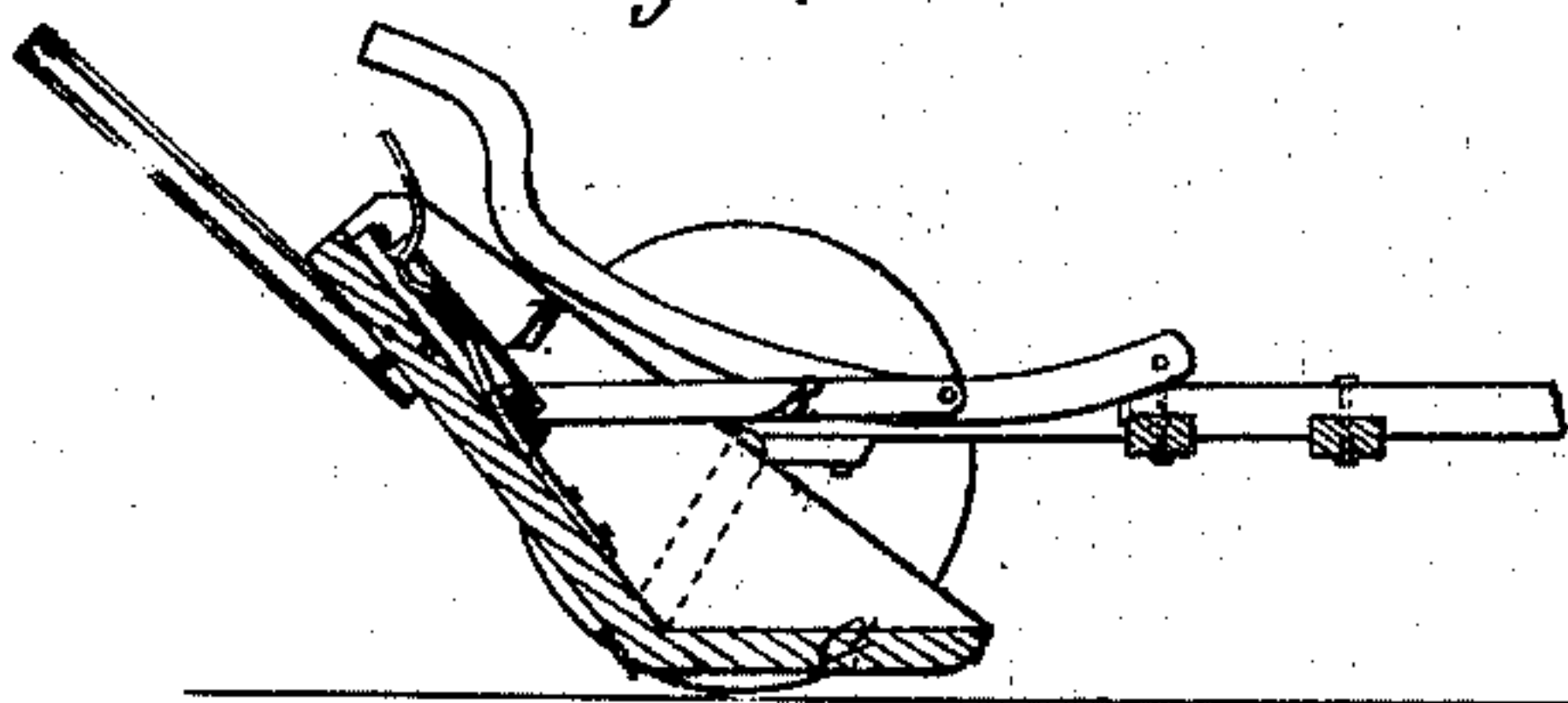


Fig. 3

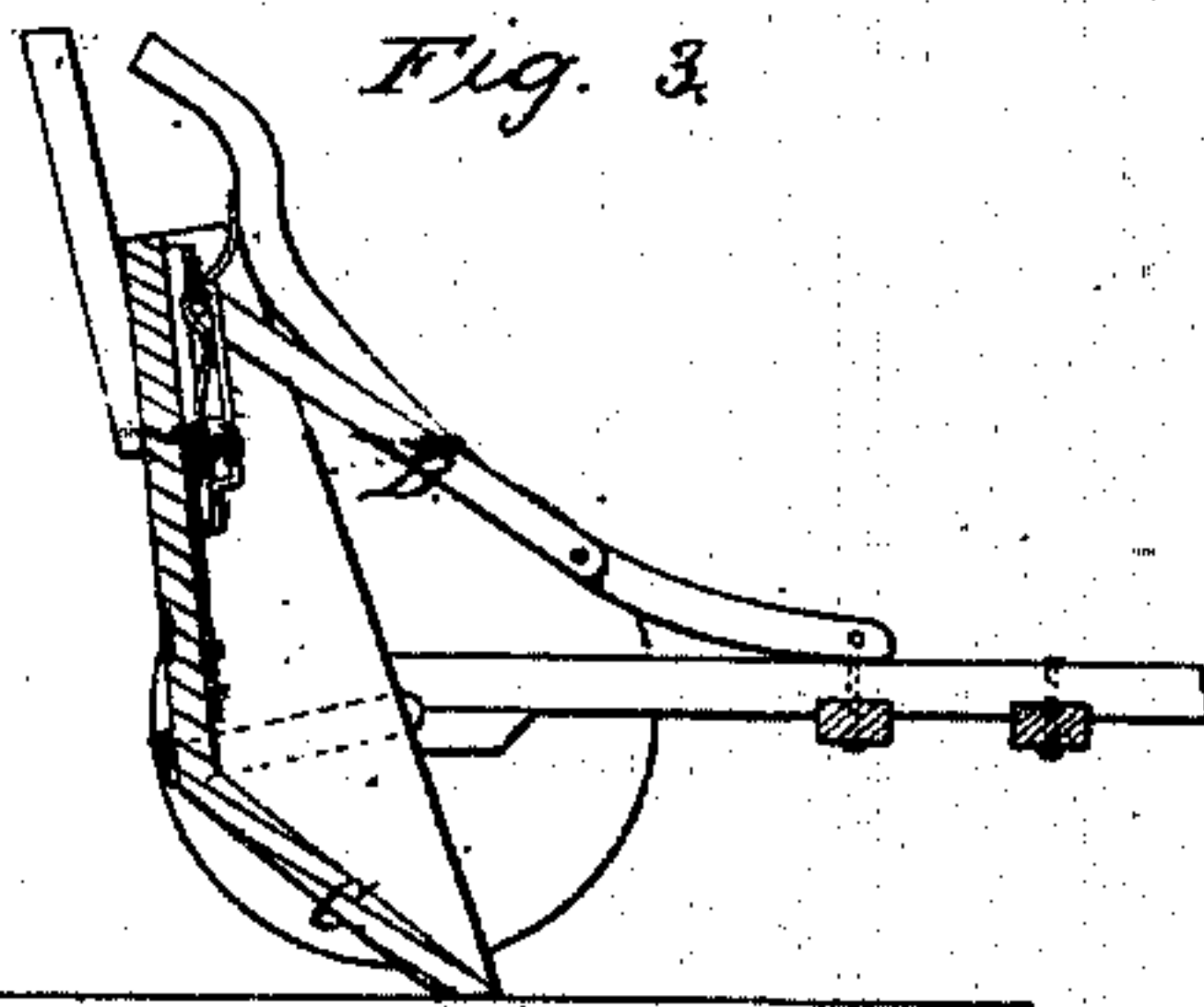


Fig. 4

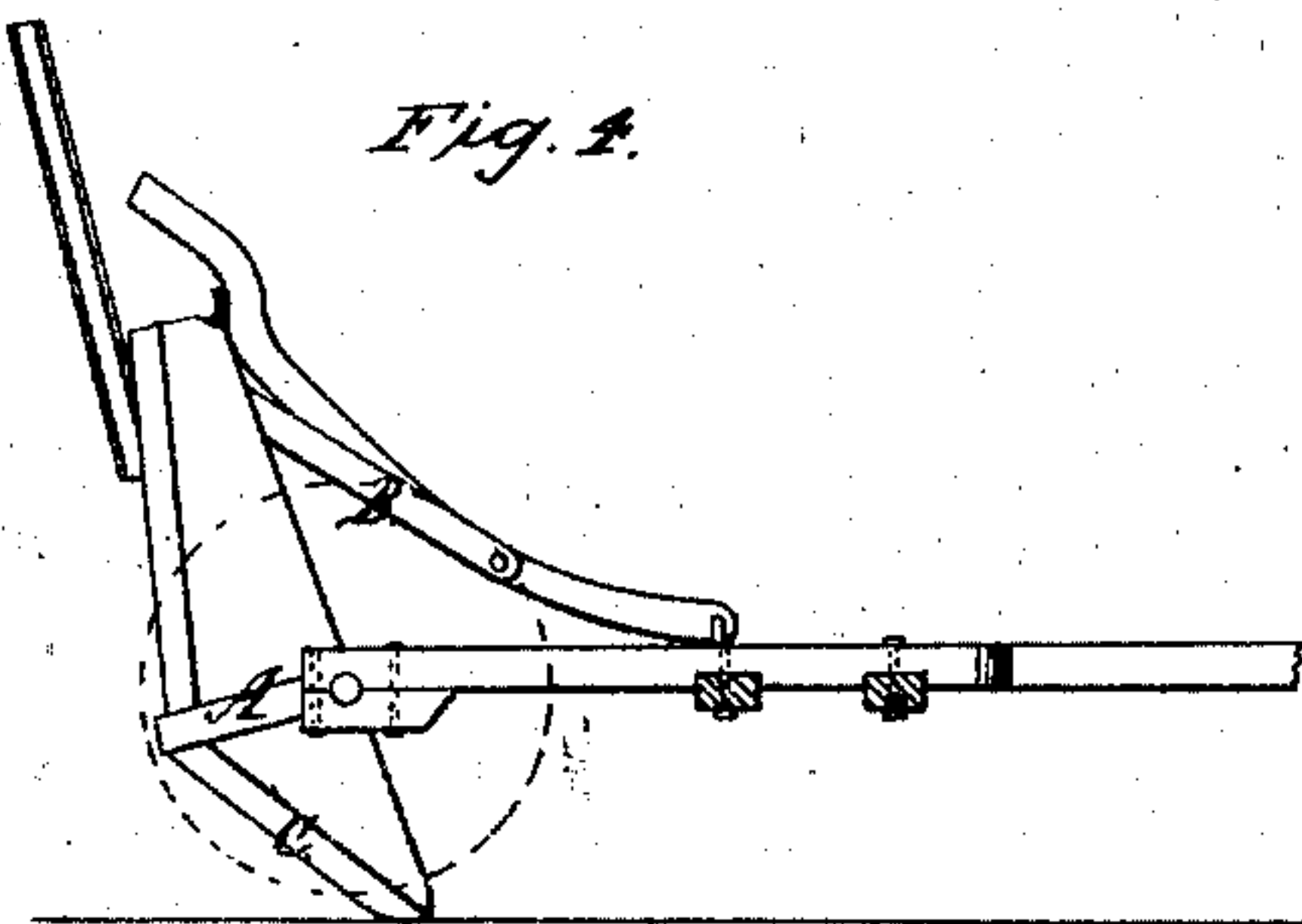
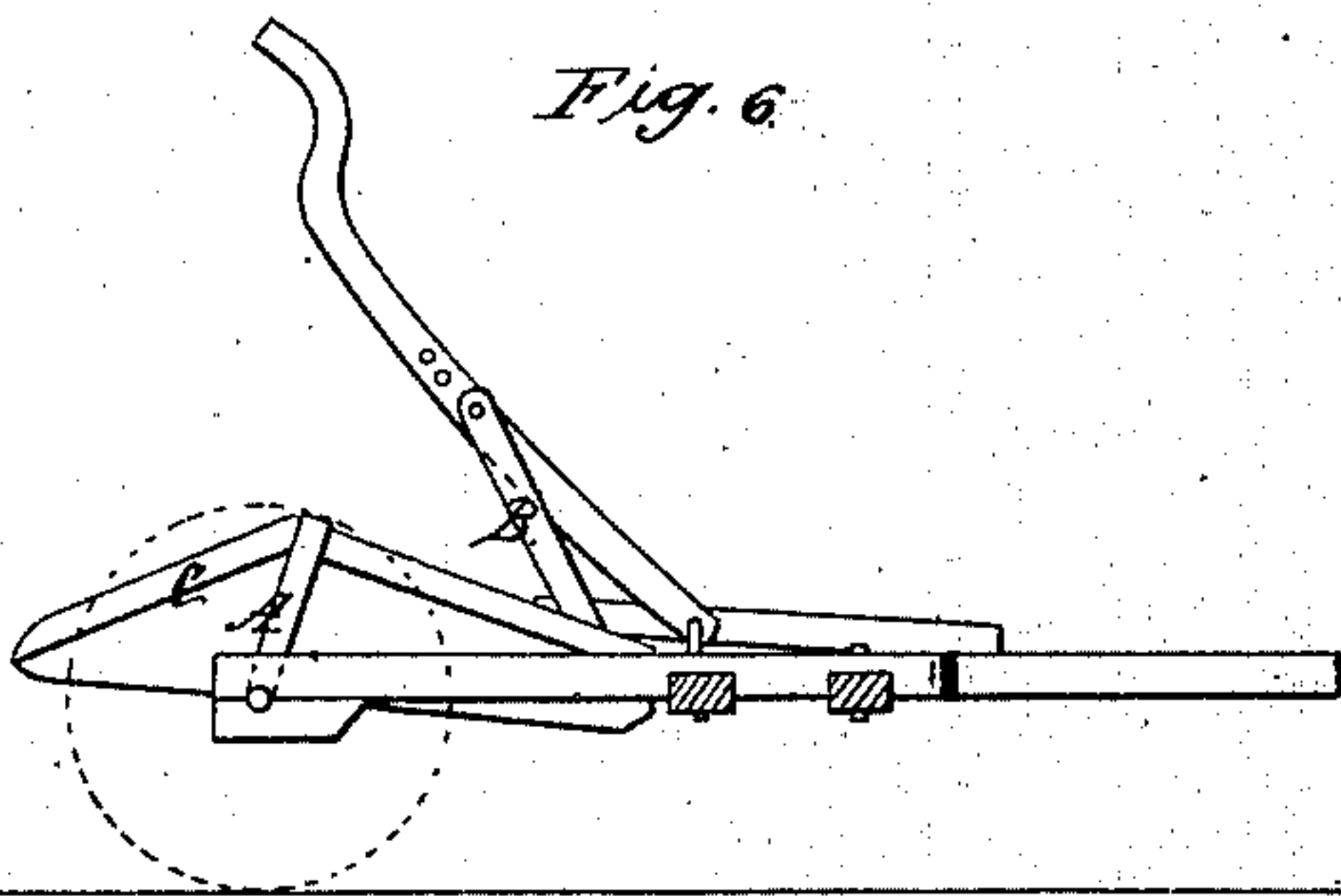


Fig. 6



Witnesses:

Otis Fernald  
William Bolster

Inventor:

W. W. Johnson

# United States Patent Office.

WILLIAM W. JOHNSON, OF HARRISON, MAINE, ASSIGNOR TO N. FAUNCE,  
OF HOLLIS, AND W. BOLSTER, OF HARRISON, MAINE.

*Letters Patent No. 62,273, dated February 19, 1867.*

## IMPROVED ROAD SCRAPER.

*The Schedule referred to in these Letters Patent and making part of the same.*

### TO ALL WHOM IT MAY CONCERN:

Be it known that I, WILLIAM W. JOHNSON, of Harrison, Cumberland county, State of Maine, have invented new and useful improvements in Road Scrapers; and I do hereby declare the following to be a full and exact description of the same, reference being had to the drawings that accompany and form a part of these specifications, in which—

Figure I is a view of the machine in perspective.

Figure II, sectional view, showing the arrangement of some of the minor parts.

Figure III, view of same parts as in Fig. II, but in different position.

Figure IV, side elevation, showing the axle A.

Figure V, plan view of some of the small parts that attach to the scraper-board.

Figure VI, view of the scraper-board, thrown over, so as to bring the bottom side up, a suitable position for taking the machine from place to place.

Letter A, the axle; letter H, scraper-board, (the rear;) letter C, front and bottom of the same; letters E E, two pieces upon the board H which have slots; letter D, pin running in the slots E E; letter B, forked link, sustaining the pin D; letter F, spring, curved at i in such manner as to receive the pin D and hold it; letter G, levers to operate the forked link and pin D.

The axle marked A on the drawing is bent downward on the inside of the wheels at right angles, so as to bring the scraper nearer the earth when it is placed on the axle than it was on the straight axle. This makes the scraper work better in and out of ditches, and when it unloads it throws the scraper up clear from the earth. Also the forked link, marked B on the drawings, which is attached to the lever and to the front part of the scraper-board, marked C on the drawings, instead of being attached permanently to the board, is made to slide up and down by means of the pieces E E, made of iron, with slots in them, placed far enough apart, to let the end of the forked link work up and down between them. I pass a bolt through the end of the forked link and through the slots in the pieces E E, so that in working the scraper the end of the forked link works up and down through the slots by the bolt passing through them. The bolt marked D in the drawings extends through the pieces E E on one side far enough to bear against the spring F, attached to the scraper-board at the lower end, and springs forward from the board at the top, so that when the forked link slides to the upper edge of the board the end of the bolt D presses the spring back against the board, and near the upper end the bolt slips into a catch in the spring at i, which holds it in that position. The pieces E E are from six to eight inches long, and allow the scraper-board to tip back nearer a horizontal position, which raises the lower edge of the scraper from the ground, so that it will move along, when loaded, without scraping.

I claim providing the scraper-board, for excavating and moving earth, whether such board is worked upon straight or crooked axles, with the lever G, the forked link B, the pin D, the slotted pieces E E, and spring F, arranged and combined substantially as described and for the purpose set forth.

September 1, 1866.

WM. W. JOHNSON.

Witnesses:

NEHEMIAH D. FAUNCE,  
LORANA S. FAUNCE.