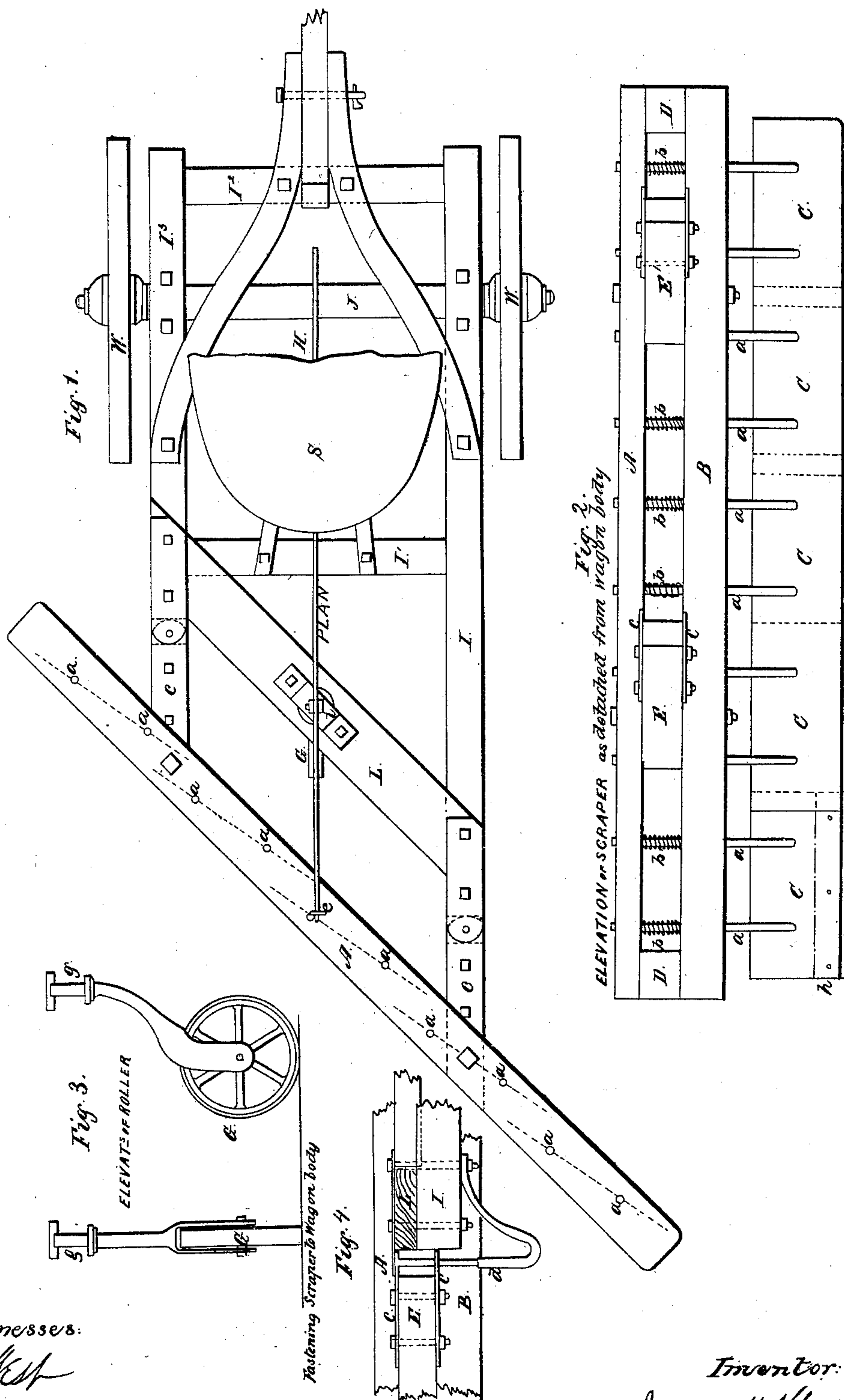


J. K. THOMPSON.
STREET SCRAPER.

No. 94,792.

Patented Sept. 14, 1869.



Witnesses:
E. A. West
E. L. Bond

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JAMES K. THOMPSON, OF CHICAGO, ILLINOIS.

Letters Patent No. 94,792, dated September 14, 1869.

IMPROVED STREET-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, JAMES K. THOMPSON, of the city of Chicago, in the State of Illinois, have invented certain new and useful Improvements in Street-Scrapers; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making part of this specification, in which—

Figure 1 is a plan view of my scraper, attached to a frame on wheels.

Figure 2, a front elevation of the same, detached.

Figures 3 and 4 are details.

The objects of my invention are to construct a street-scraper which will in use conform itself to the form of the road, and to inequalities in its surface; and to so connect the same to a frame that it can be raised.

To enable others skilled in the art to make and use my invention, I proceed to describe its construction and operation.

I¹ I² I³ L, represent a frame supported on wheels W, upon an axle, J, to which frame the scraper is connected when used.

G is a castor-wheel, the pivotal point *g* being in the centre of L. This wheel supports the rear end of the frame, when the scraper is raised from the ground, and renders it easy to turn around in a small space.

A and B are two pieces of timber. The former may be five inches wide and three inches thick; the latter, B, may be about five inches by eight. These I place about five inches apart, keeping them in that position by means of a block, D, at each end.

These two pieces should be not less than nine feet long; and to these the other portions of the scraper are connected.

The scraper-board I make in several parts or sections, indicated by the letters C. They may be about twelve inches wide and about two feet long, and of sufficient thickness to give requisite strength, and may be made of steel, or of wood and steel.

Two iron rods, *a a*, flattened or split at the lower end, are securely bolted to each section C.

These two rods are to pass through holes in A and B, so located that the sections C will be at a slight angle with the timbers A B, as seen at dotted lines upon A, fig. 1; and these sections C are to be so arranged and placed that one will overlap the other somewhat, as seen at dotted lines, fig. 2, so that no dirt can pass between the several sections.

Between the two pieces A B, and encircling the rods *a*, I place spiral springs *b*; and I prevent the sections from dropping too low by putting pins through the rods, either at the top of A or B.

Pieces of rubber may be secured to the lower edge of each section, C, by means of a metallic strip and bolts, as shown by red lines at *h*, fig. 2, by the use of which the work will be more thoroughly done, especially on smooth pavements.

E E' are short pieces of wood, bolted between A and B, to which irons, *c*, are bolted, for the purpose of connecting the scraper to the frame. This can conveniently be done by means of the iron *d*, passing through the irons *c* and connected to the frame, as shown in fig. 4.

In use the scraper is so arranged, with reference to the frame, as to be in a line diagonal to the line of the road.

The rods *a* should be about one and a quarter inch in diameter, and should not fit tightly in the holes in A and B, but should be loose therein, and a pin must be placed through each rod, just beneath the springs *a*, so that the springs may operate as hereafter described.

H is a lever, having its fulcrum at *i*, and connected to A at *e*, by means of which the scraper can be elevated from the street when desired.

In use the scraper rests upon the lower edges of the sections C, and the weight of A B will compress the springs *a*, leaving a space between the lower end of each spring and the timber or piece B, the tendency of the springs constantly being to force down the several sections C, keeping them in close contact with the road.

When the scraper stands upon or passes over a level street, each spring will be equally compressed; but if the scraper passes over any uneven places it will conform itself to the surface, and the springs *a* will force down the several sections C into any depressions over which they may pass, taking the dirt out therefrom, as well as from the level places. Of course the sections will not go down into holes or depressions which are shorter than the several sections.

It is customary to make pavements crowning, and a long rigid scraper will not touch, at all points, such pavements; while, upon such pavements, each section of my scraper will touch the pavement.

Being placed diagonally across the street, the dirt will all be carried to one end of the scraper, and be deposited in a continuous line.

In constructing my scraper, the springs *b* may be omitted, and a weight may be placed upon the top of each rod *a*, to force the sections C down; or this may be accomplished by making the sections sufficiently heavy; but I regard the springs as the better method, their action being rapid, and they do not add materially to the weight of the scraper.

My scraper may be connected to a frame on runners as well as wheels.

Having thus fully described my invention,

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

1. The scraper-board, when made in separately-adjustable and independent sections O C, substantially as and for the purposes specified.

2. Connecting the scraper-frame loosely to the carrying-frame by means of the rod *d* and eyes *e*, substantially as shown.

JAMES K. THOMPSON.

Witnesses:

E. A. WEST,
L. L. BOND.