

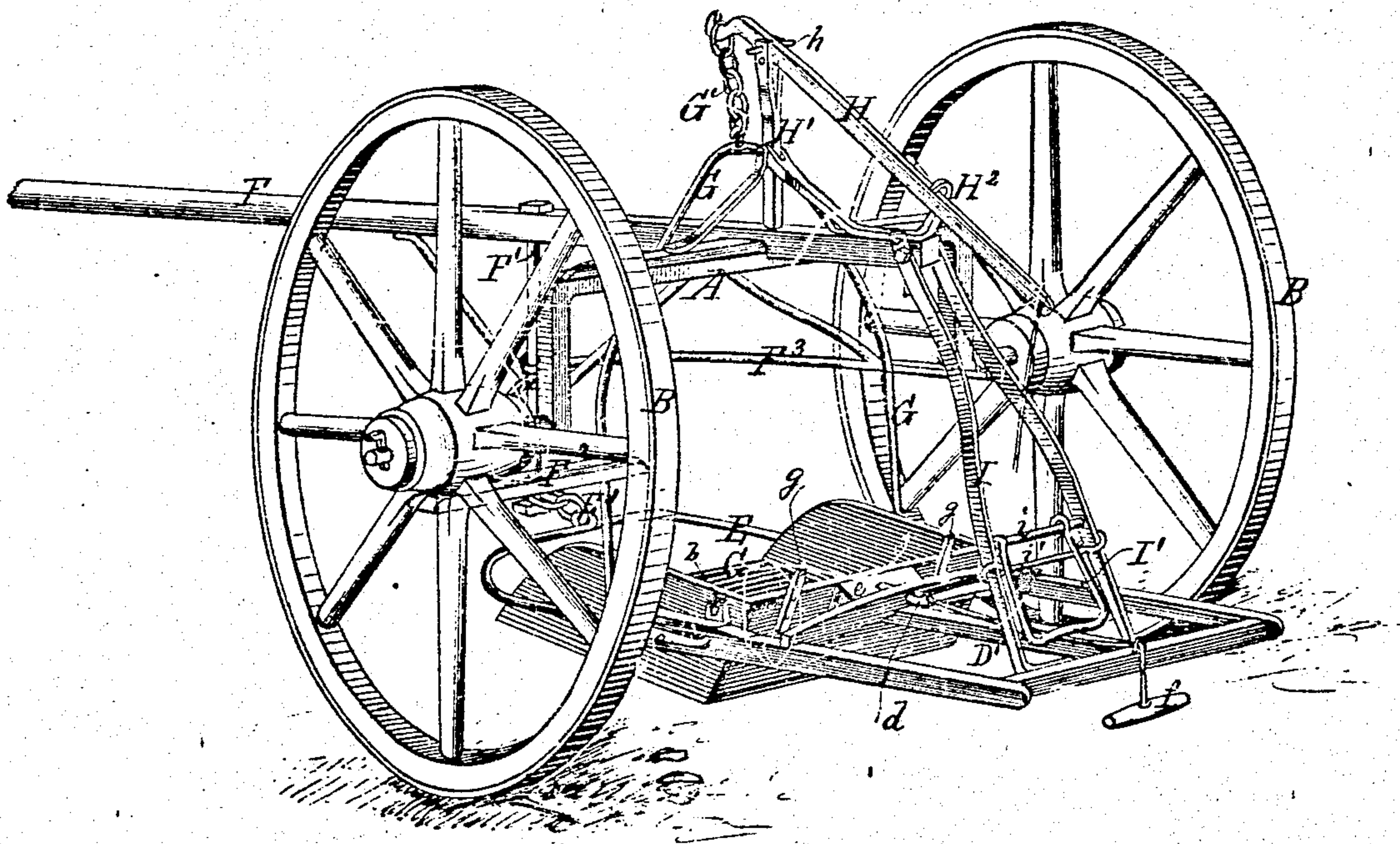
E. E. COY.

Improvement in Road Scrapers.

No. 125,025.

Patented March 26, 1872.

Fig. 1



Witnesses.
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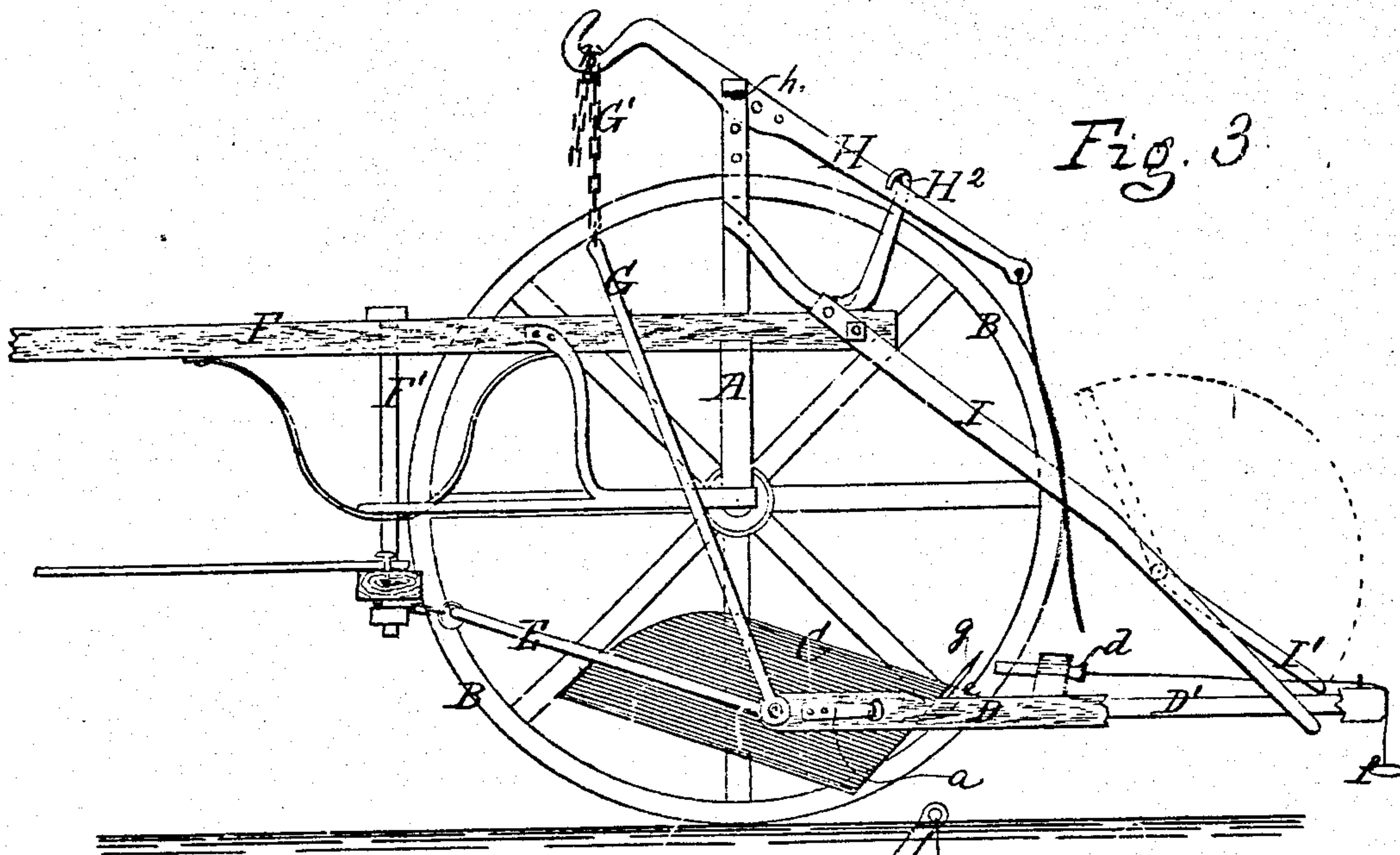


Fig. 3.

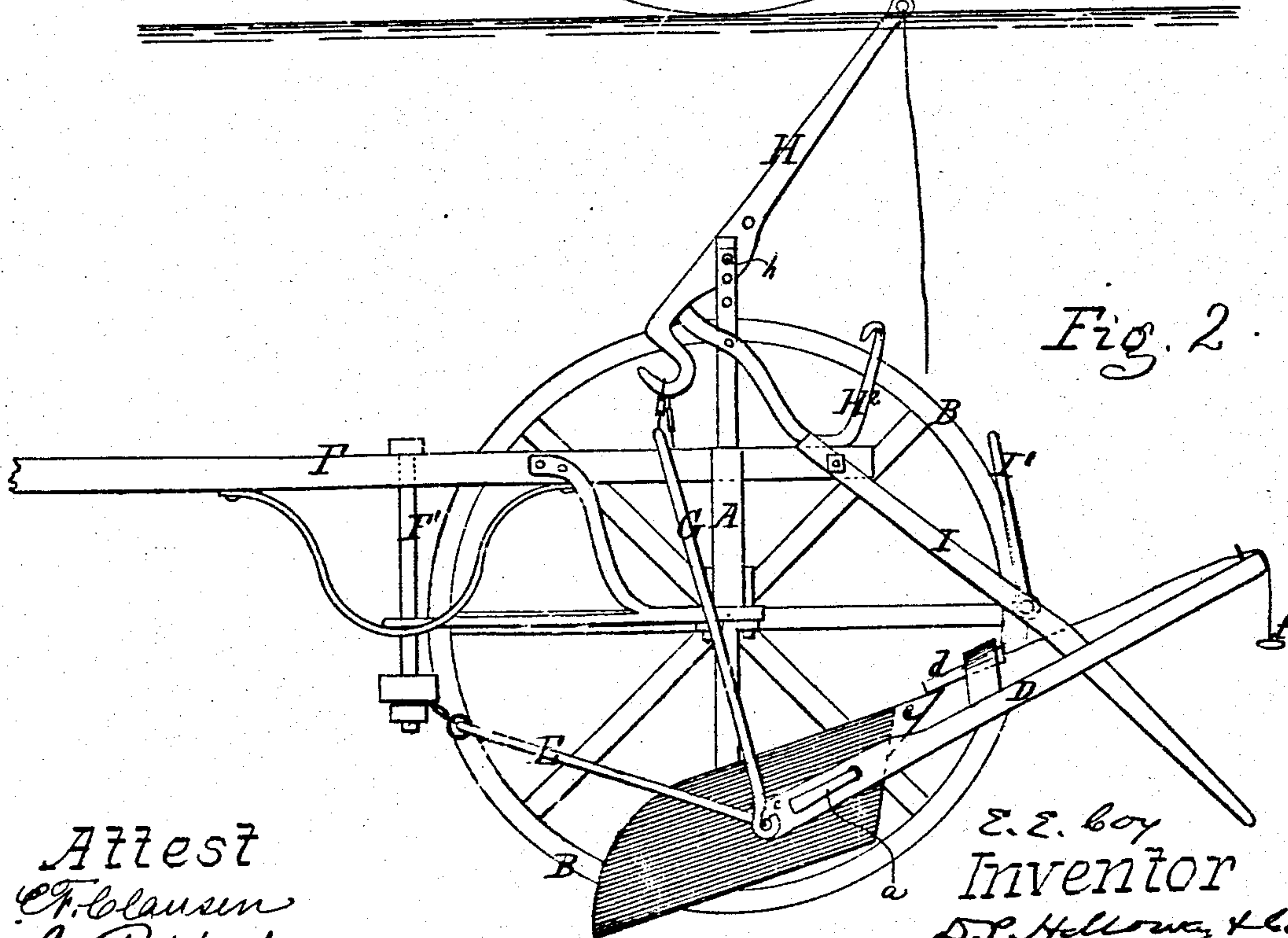


Fig. 2.

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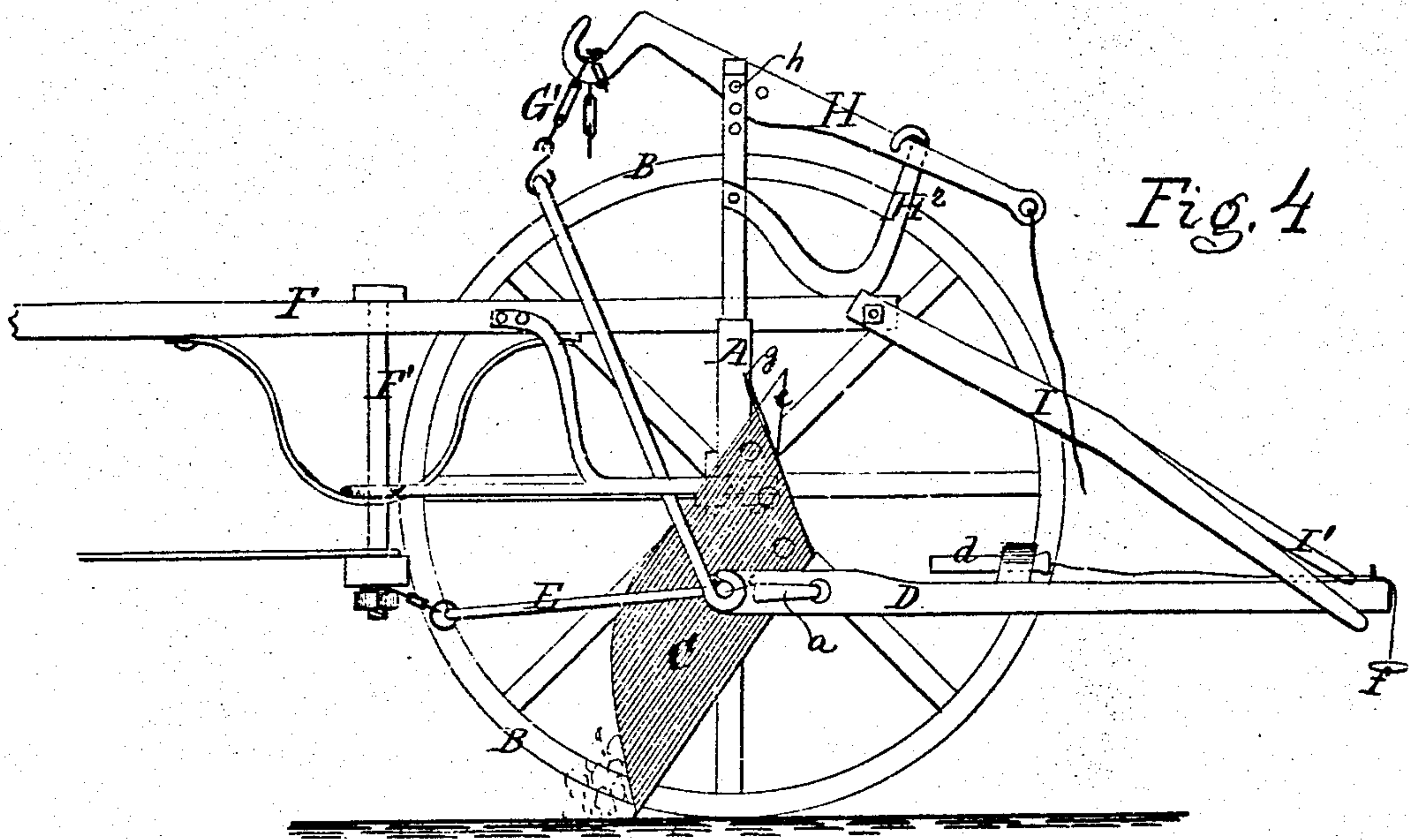


Fig. 4

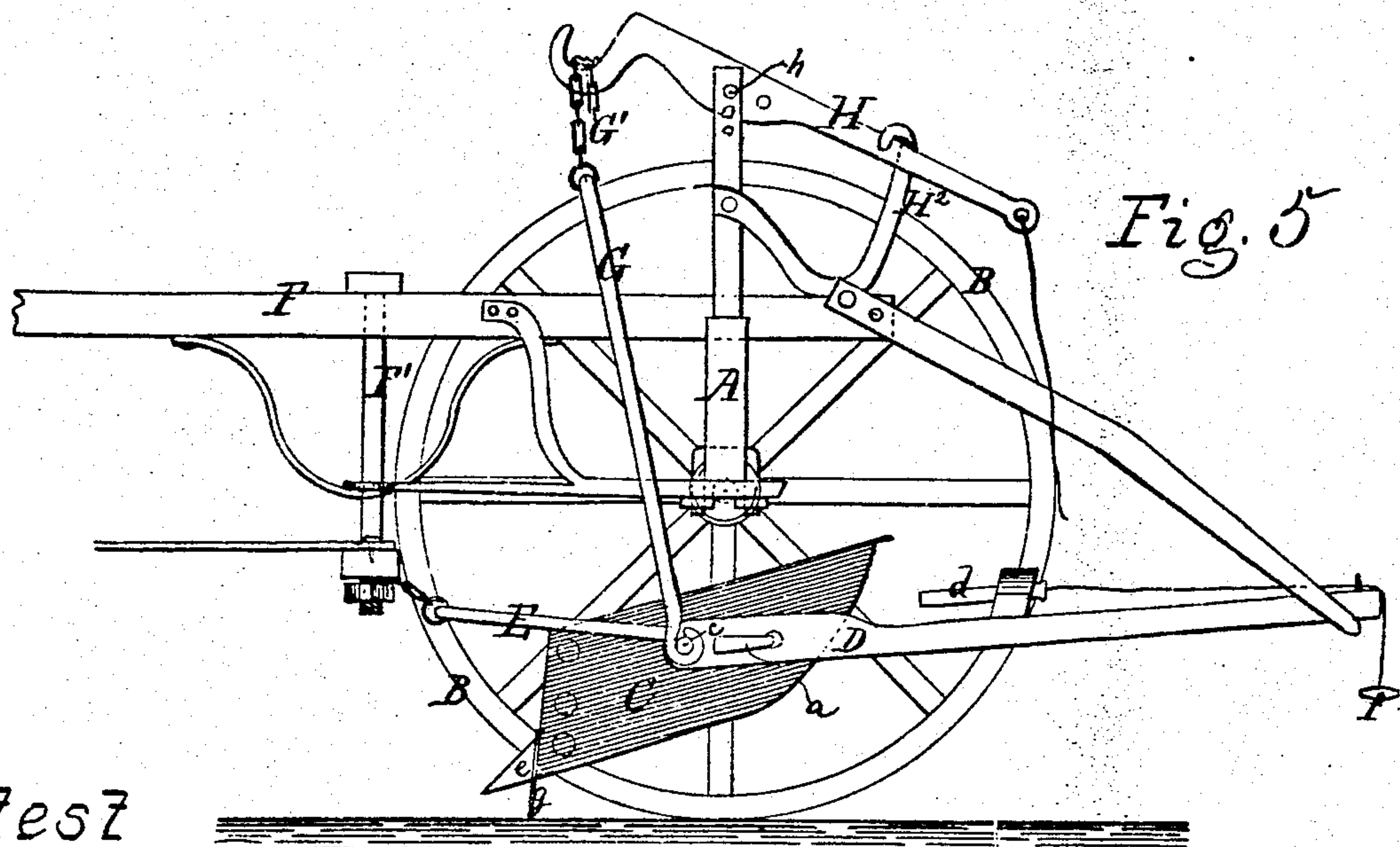


Fig. 5

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UNITED STATES PATENT OFFICE.

ELIHU E. COY, OF LONGVIEW, TEXAS.

IMPROVEMENT IN ROAD-SCRAPERS.

Specification forming part of Letters Patent No. 125,025, dated March 26, 1872.

Specification describing certain Improvements in Road-Scrapers, invented by ELIHU F. COY, of Longview, in the county of Upshur and State of Texas.

This invention relates to that class of road or earth scrapers which are mounted upon carriages for greater facility in moving the loaded scoop to the dumping place and back again. My improvement consists in hanging the scoop to the carriage in such a manner that it may always be made to scrape in horizontal planes whether the carriage run on a level surface or on a hill side; and also in certain devices for holding the scoop suspended above the ground while moving from place to place.

Figure 1 illustrates, in perspective, my improved road-scraper with the scoop held suspended above the ground. Figs. 2, 3, 4, and 5 are side elevations, the near wheel of the carriage being removed, showing the scoop in various positions.

The same letters of reference are employed in all the figures in the designation of identical parts.

The axle A is bent up between the wheels B B of the carriage, in the manner best seen in Fig. 1, so as to afford sufficient space in a vertical direction to the scoop C to revolve it. The scoop turns on horizontal journals c c, connecting it with the handles D D and the ends of the curved draft-rod E; the journals being located rather nearer to the rear end of the scoop, so that its natural tendency will be to tilt forward whether loaded or not. The curved draft-rod E is attached by means of a short chain, E', to the bolt F¹, depending from the tongue F, and carrying the double-tree F². This bolt is also embraced by the eye in the curved rod F³, the ends of which are attached to the axle near the wheels, and from which suitable braces extend to the tongue. The journals c c protrude beyond the draft-rod and handles of the scoop, and pass through eyes in the ends of the bail G, which straddles the tongue F, and is connected by means of a chain, G', to the short arm of a lever, H, turning upon a pin, h, in the standard H¹, which is secured to the axle of the carriage and suitably braced. When the scoop is to be held suspended above the ground the long arm of the lever H is depressed and hooked under the hook H², and

when thus suspended the scoop with its handles is prevented from tilting up at the rear end by means of a dog, I', which, when turned down, as shown in Figs. 1 and 3, confines the bar D' of the handles, clamping it to the cross-bar of the frame I. The latter is, at its upper end, secured to the rear end of the tongue F, and, projecting downward, receives between it the bar D', which extends longitudinally from one cross-bar to the other of the handles. The dog I is bent into the form best seen in Fig. 1, pivoted to the cross-bar i, and prevented from turning down beyond the point desired by another cross-bar, i'. By suspending the scoop in the manner above set forth it is caused to assume a horizontal position whether the carriage runs on a level or an inclined surface. The scoop is locked to the handles by means of a spring, a, and catch b on each side, preventing its being turned down at the rear end, and a spring-bolt, d, and catch c on the rear end, so arranged that when the bolt is projected above the catch it holds the scoop against being tilted at the forward end. When it is desired to discharge the load the spring-bolt is retracted by means of a cord, f, when the scoop will turn forward. Assuming the position shown in Fig. 5, the spurs g g strike into the ground, holding the scoop and causing it to again turn right side up as the carriage is drawn forward, and become locked to the handles, ready for another operation. The length of the bail G and chain G' is such that when the lever H is released from the hook H² to lower the scoop into position for scraping, the weight of the scoop will be carried by the carriage, and the scoop prevented from dragging while it is scraping.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The scoop C attached to the draft-bolt F¹ by a chain or its equivalent, in combination with bail G, chain G', and lever H, substantially as specified.

2. The combination of the bar D' of the handles of the scoop, frame I, and dog I', substantially as and for the purpose set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

Witnesses:

B. EDW. J. EILS,
D. P. HOLLOWAY.

E. E. COY.