L. P. WRIGHT.
Road-Scrapers.

No. 139,099. Patented May 20, 1873.

Fig 1

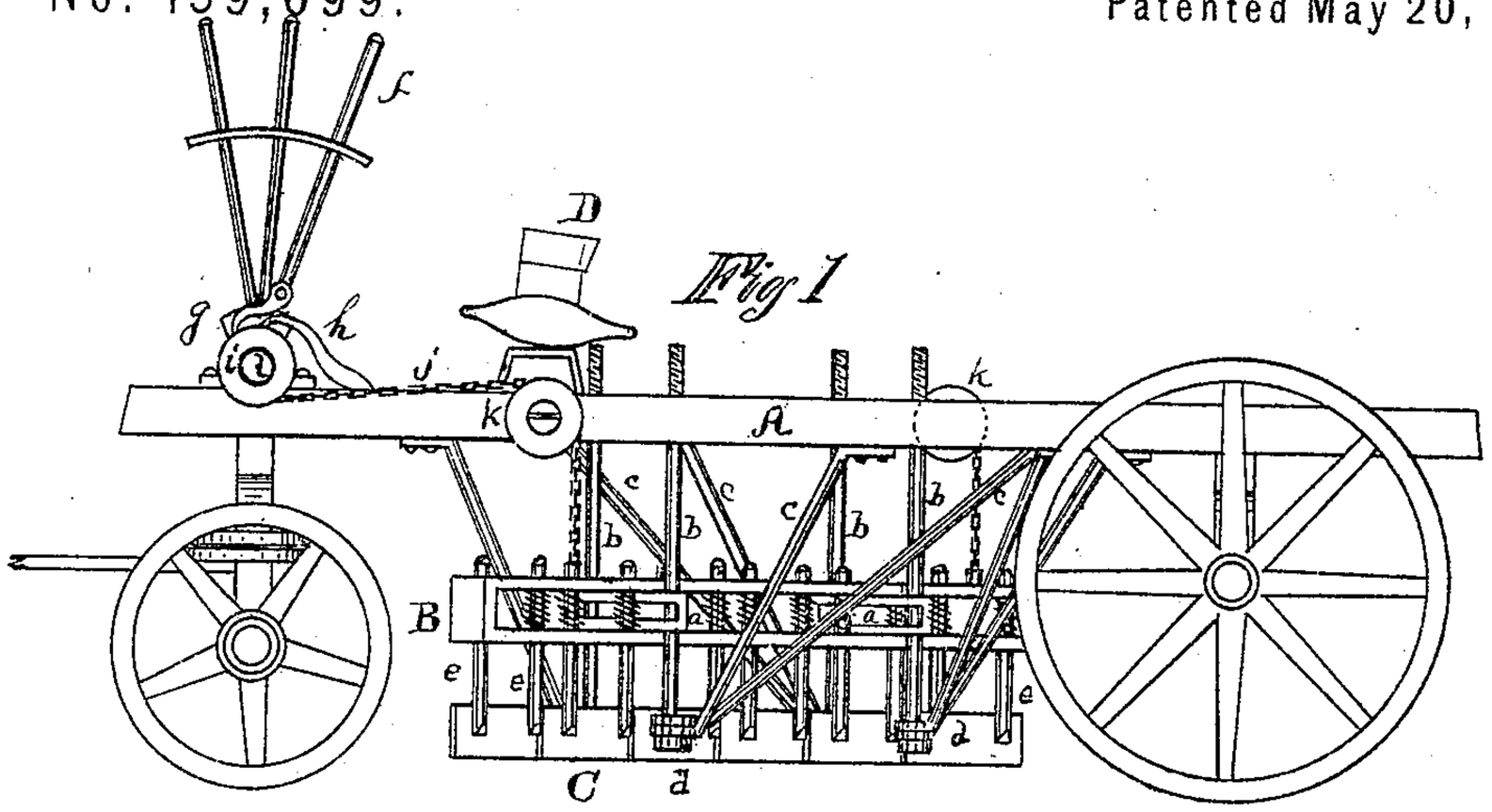


Fig 2.

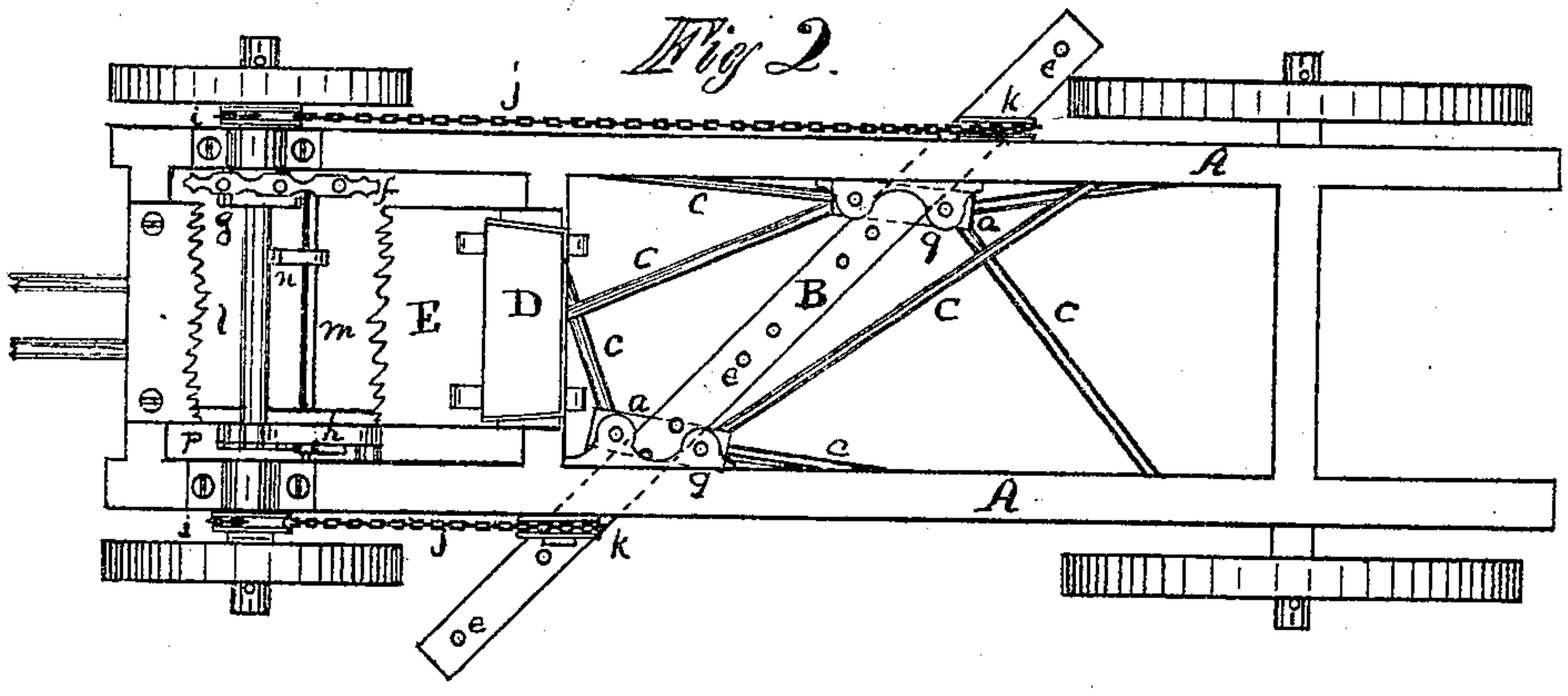
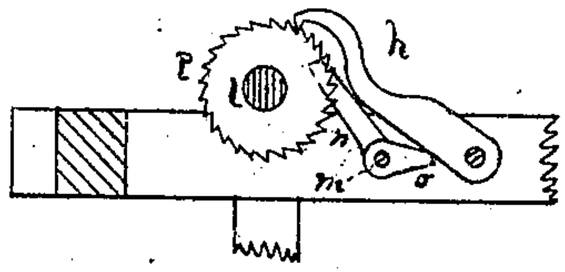


Fig 3



Witnesses
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LEVI P. WRIGHT, OF CHICAGO, ILLINOIS.

IMPROVEMENT IN ROAD-SCRAPERS.

Specification forming part of Letters Patent No. **139,099**, dated May 20, 1873; application filed October 11, 1872.

To all whom it may concern:

Be it known that I, LEVI P. WRIGHT, of the city of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Street-Scrapers, of which the following is a full description, reference being had to the accompanying drawing making a part of this specification, in which—

Figure 1 is a side view; Fig. 2, a top or plan view with a part of the driver's platform cut away; and Fig. 3, a detail of the device for holding the scraper-board when elevated.

This invention is an improvement on the street-scraper patented to J. K. Thompson September 14, 1869; and its nature consists in a new combination and arrangement of the parts for holding the scraper-board in position, and for raising and lowering it.

In the drawing, A is the frame, mounted upon suitable wheels and axles; B, a secondary frame, which supports the several plates or sections that compose the scraper; C, scraper; D, driver's seat; E, platform; *a*, cross-heads permanently attached to the secondary frame B; *b*, rods passing through the cross-heads *a*; *c*, braces supporting the rods *b* at their lower ends and holding them in position; *d*, connection of the braces with the rods *b*; *e*, rods supporting the several sections of the scraper C and connecting them with the frame B; *f*, handles by which the driver raises the scraper; *g*, pawl pivoted to the handles *f*, and engaging with a ratchet-wheel permanently attached to the shaft *l*; *h*, pawl engaging with the ratchet-wheel *p* at the opposite end of the shaft *l* for holding the scraper when elevated; *i*, chain-wheels; *j*, chain attached to the wheels *i* and the frame B; *k*, friction-wheels over which the chains *j* pass; *l*, cross-shaft to which the ratchet devices are connected; *m*, rod or shaft located under the platform E; *n*, foot-lever projecting through the platform E; *o*, Fig. 3, projection on the rod or shaft *m*, and located directly under the pawl *h*, so that the driver, by pressing his foot against the lever *n*, disengages the pawl *h* for the purpose of lowering the scraper; *p*, ratchet-wheel which engages with the pawl *h*; *q*, head-blocks attached to the frame *a* for supporting the upper ends of the rods *b*. The scraper-board C is made in sections, which are supported upon rods and held in place by springs or weights similar to the board shown in the said Thompson's patent.

In order to have the scraper, with its frame B, play freely up and down, I have found it necessary to support it on both sides. In order to do this, I attach the cross-heads *a* to this frame B, which said cross-heads play freely on the rods *b*, which are located both in front and rear, as shown. The braces *c* hold these rods *b* firmly in position, and, being located on both sides of the scraper, the scraper plays freely up and down as a whole, while the sections of the board C conform to the crown of the street and to the inequalities of the surface. The friction-wheels *k* hold the rear ends of the chains in line with the rods *b*, so that the scraper, as a whole, can be easily raised and carried on the frame *a*.

The chains *j* are attached at the front ends to the wheels *i* on the shaft *l*. This shaft is revolved by means of the lever *f*, which, as shown, is a triple lever, but may, however, be made single, if desired. It is loosely connected to the shaft *l*, on which it moves as a center. The dog or pawl *g* is attached to the lever, and the driver, by pulling the lever *f*, revolves the shaft *l*, and winds up the chains by means of this dog or pawl *g* connecting with a ratchet-wheel on said shaft. In order to disengage the chains so as to drop the scraper, the driver presses his foot againt the short lever *n*, which throws back the locking dog or pawl *h*.

What I claim as new is as follows:

1. The combination of the supporting-rods *b* with the braces *c*, secondary frame B, and cross-heads *a*, substantially as specified.

2. The combination of the foot-lever *n* with the shaft or rod *m* and projections *o* for disengaging the pawl *h*, substantially as specified.

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