

J. MEGILL.

Scraper.

No. 166,882.

Patented Aug. 17, 1875.

Fig. 1.

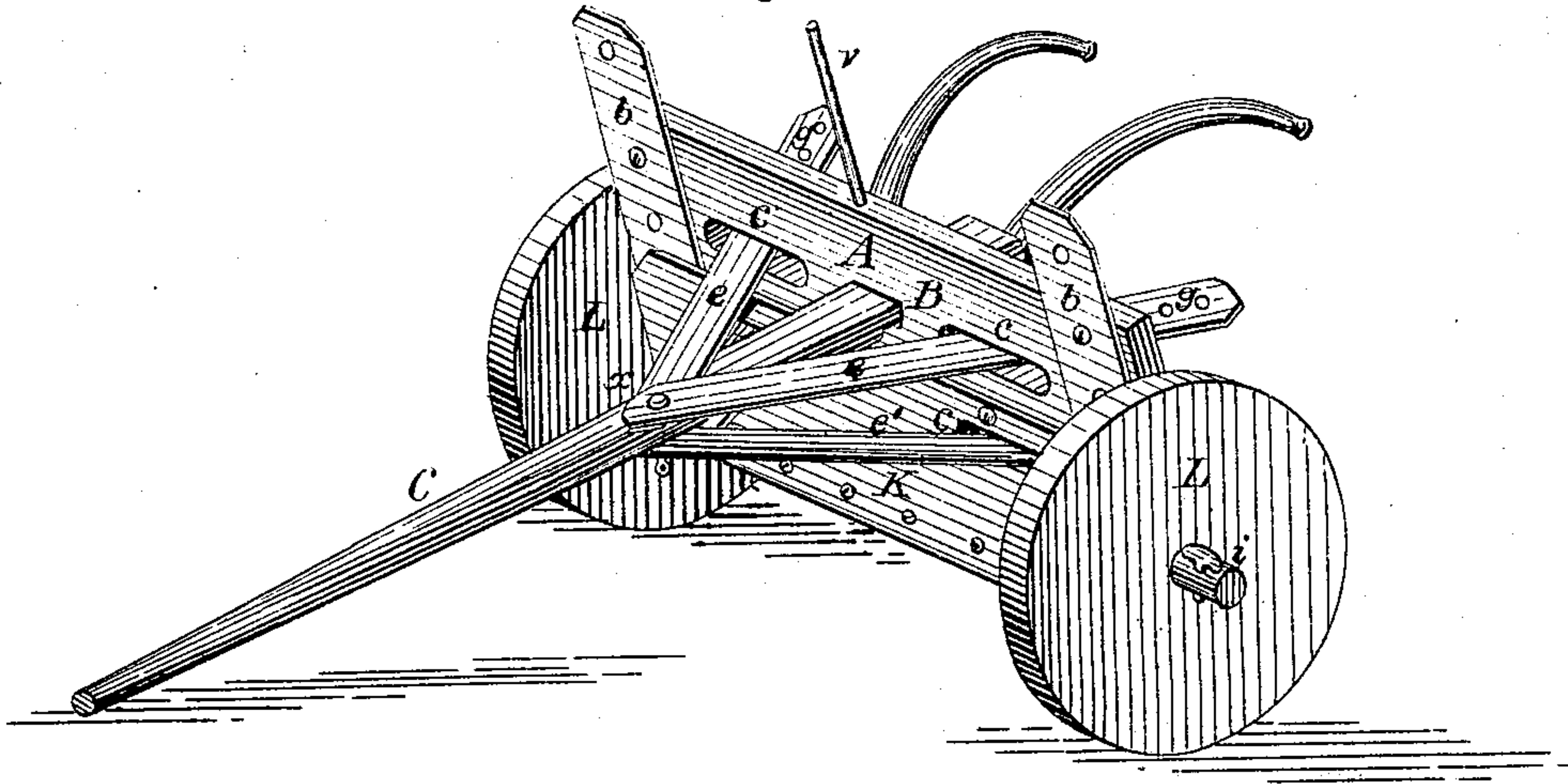


Fig. 2.

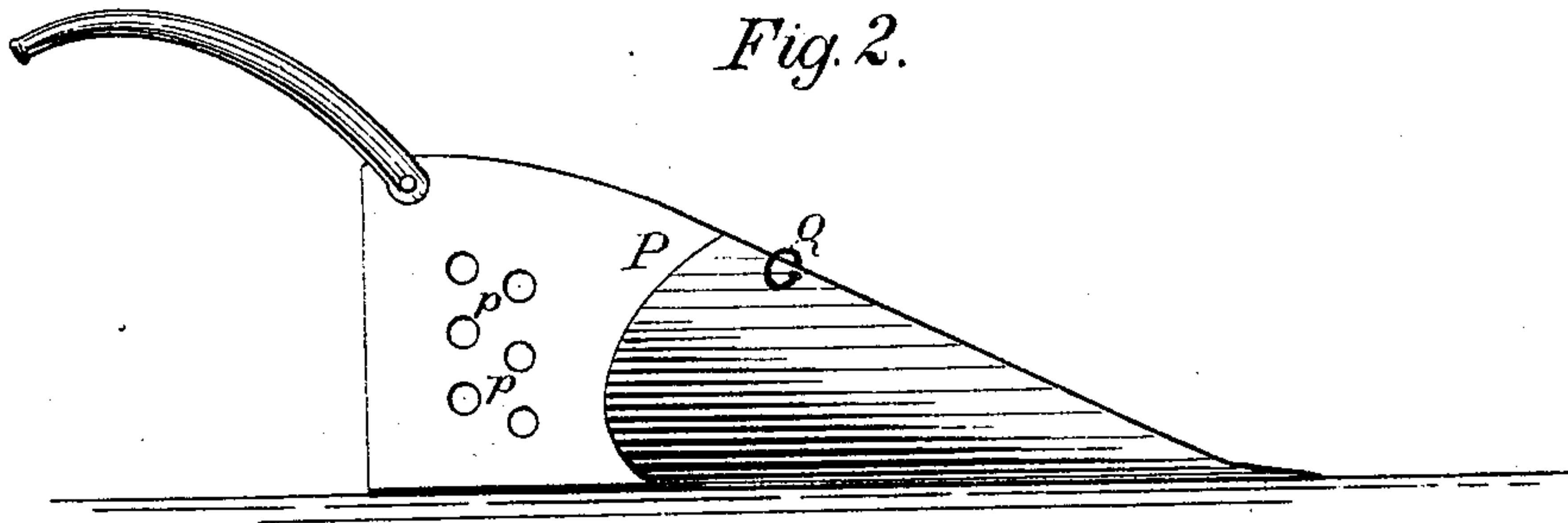
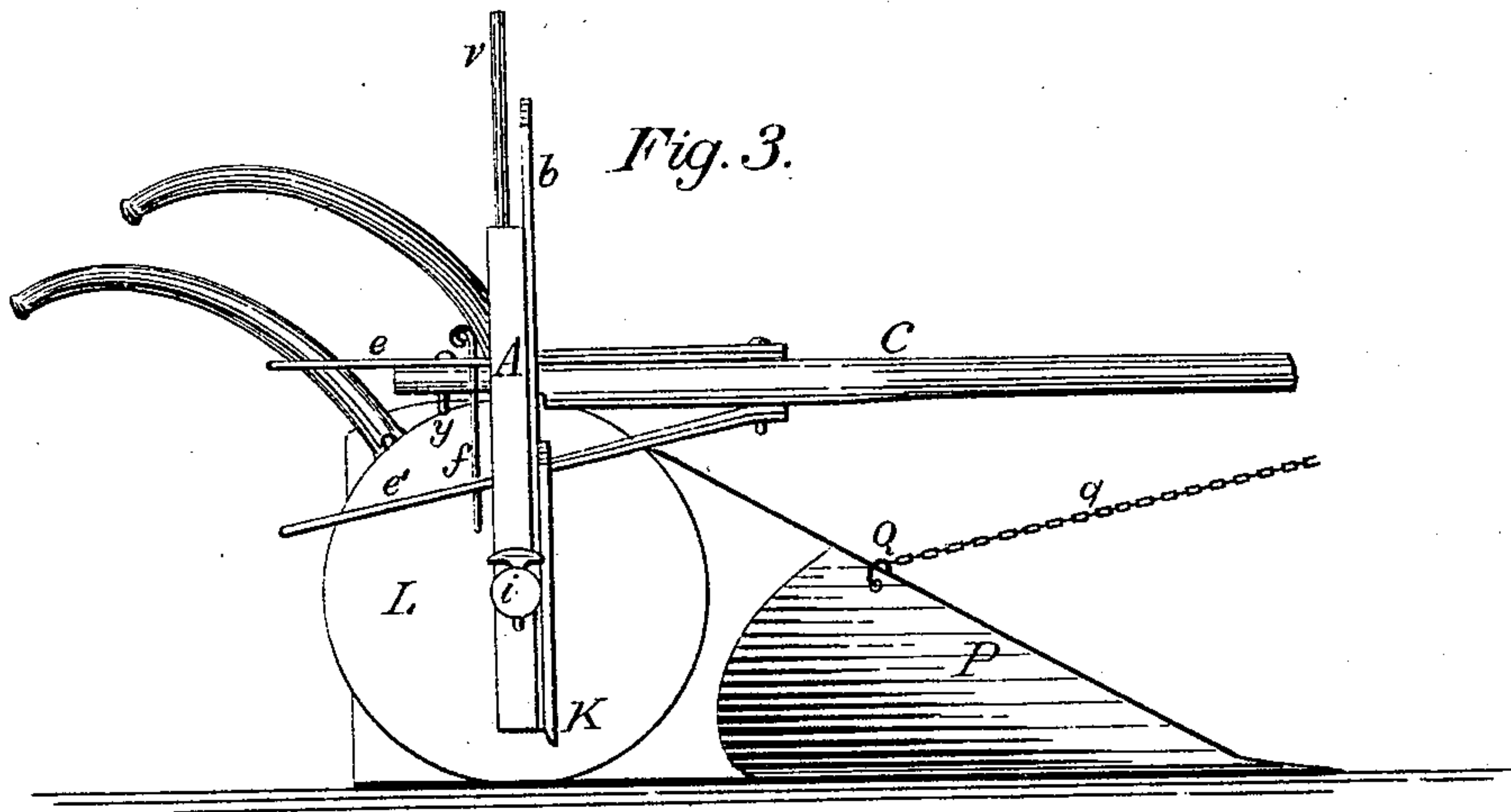


Fig. 3.



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# UNITED STATES PATENT OFFICE.

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## IMPROVEMENT IN SCRAPERS.

Specification forming part of Letters Patent No. **166,882**, dated August 17, 1875; application filed July 7, 1875.

*To all whom it may concern:*

Be it known that I, JOSEPH MEGILL, of Cecilton, in the county of Cecil and State of Maryland, have invented certain new and useful Improvements in Road Planes and Plows combined; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification, and in which—

Figure 1 is a perspective view of my improved road-plane. Fig. 2 represents the plow used in combination with the same, and Fig. 3 is a side elevation of the road-plane with the plow attached.

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

The object of my invention is to produce a cheap and substantial machine that may be used to advantage in repairing old roads, and in leveling or grading new ones. My machine, which I prefer to call a road-plane, is constructed substantially as hereinafter set forth.

In the drawing, A is the main frame, which consists of one or more stout planks or timbers, united by ties *b b*. This frame has a central slot or perforation, B, into which the tongue C is inserted, and retained in position by a stout bolt, *y*. On each side of slot B are two longitudinal slots, *c c*, arranged one above the other. On the tongue C, at *x*, are pivoted four adjustable arms, *e e e' e'*, two on the top, and two on the under side, each of which has a series of perforations, *g g g*. When the tongue C is inserted into the slot B, each of these arms *e e'* is inserted into one of the slots *c*, where they are kept in place by rods or pins *f*, inserted through the perforations *g*.

It will be observed that the lowermost pair of arms (denoted by *e'*) pass from the tongue C in a downward or slanting direction to and through the corresponding slots *c* in frame A, just above the scraper-iron, near the bottom of the machine. This is for the purpose of having the pull or draft come as near the bottom of frame A as possible, where the strain is greatest, owing to the accumulation of dirt

in front of it, which could not be accomplished if the arms *e'* were in the same plane as arms *e* and tongue C.

To the bottom of the main frame A is affixed a heavy strip or bar of iron, or other metal, K, with a sharp edge. This is for the purpose of scraping the superfluous dirt off the road-bed that is being repaired, as hereinafter described. *i i* are stub-axles, one on each side, for the wheels L, which are placed upon the machine when it is to be carried over roads that are not to be planed. When the machine is in use the wheels are removed, and may then be placed on top of frame A upon a pin, *v*, placed there for the purpose.

The mode of operating my improved road-plane is as follows: The tongue C is inserted into the perforation B, and, by means of the arms *e e*, secured in a slanting position in its relation to frame A. It is now placed on the road, the side of the frame that is forward (when the tongue points straight ahead) being placed on the middle of the road, the machine thus, when hauled over it, scraping the superfluous dirt off the road, and depositing it at the side.

In Fig. 2 is shown the plow P, used in combination with the road-plane described when occasion requires. The land-side of this has several perforations, *p p p*, by which it may be adjusted upon one of the axles *i*, where it is secured. A chain, *g*, passes from the ring Q to the truck or wagon, to which the front part of tongue C is secured in pulling the machine.

The advantages of my improved road-plane will be readily perceived. There being no costly gearing, &c., about it, it may be very cheaply constructed; and, besides scraping or clearing the superfluous dirt off the road in the repair of which it is employed, it will also at the same time fill all holes and cavities over which it passes, thus saving a vast amount of time and labor.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

1. The combination of the adjustable tongue C, having two pairs of arms or brackets, *e e e'*, pivoted thereto, and the latter pair, *e' e'*, diverging in a downward direction from *e e*,

with the adjustable main frame A, having slots or perforations B c c c c, and bar or scraper K, substantially as and for the purpose herein set forth.

2. The combination of the adjustable main frame A, having bar or scraper K, with the plow P, having perforations p, by which it may be adjusted upon the side of said frame, substantially in the manner and for the purpose herein set forth.

In testimony that I claim the foregoing as my own I have hereunto affixed my signature in presence of two witnesses.

JOSEPH MEGILL.

Witnesses:

WM. BAGGER,  
C. A. SNOW.