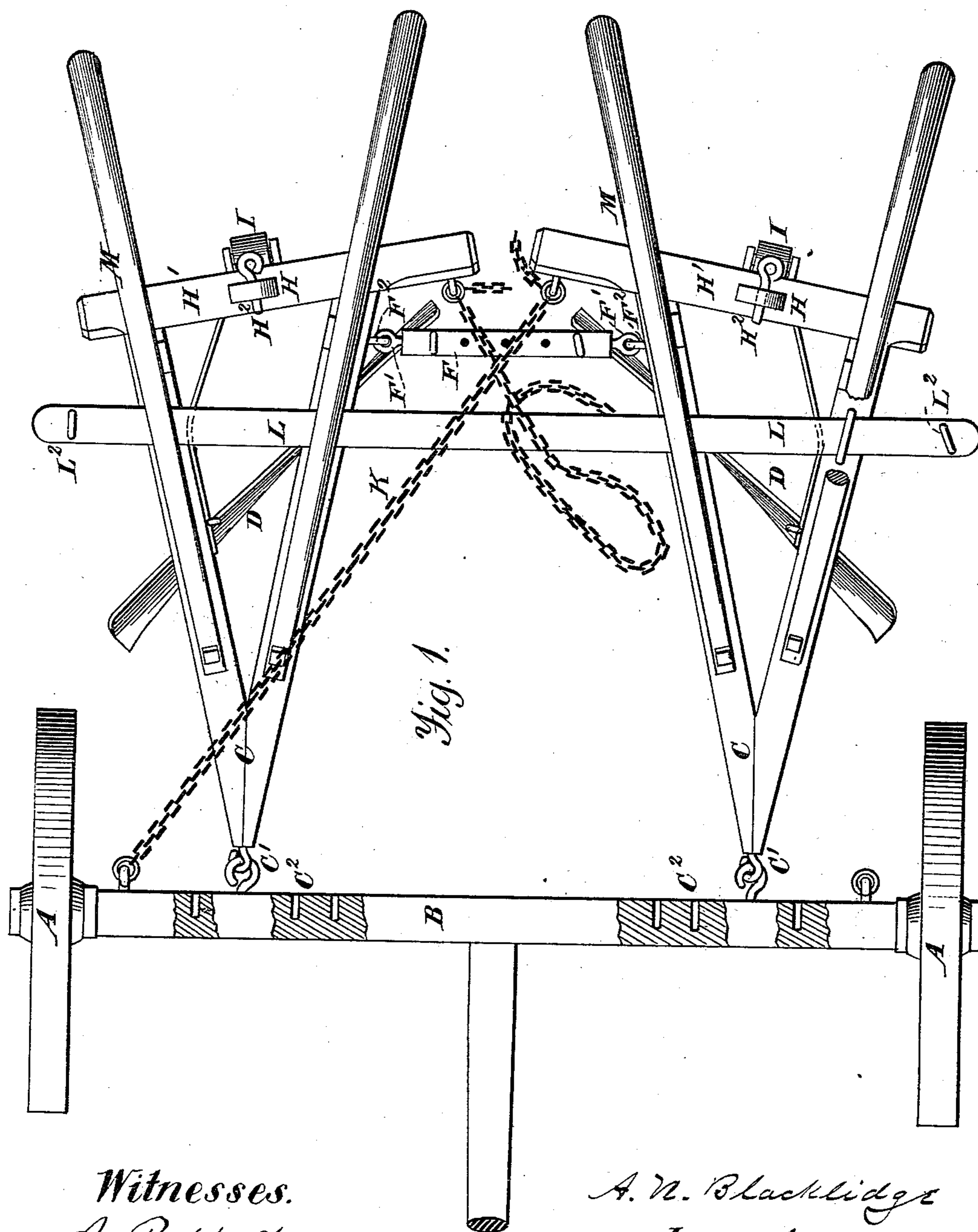


A. N. BLACKLIDGE.  
Road-Scraper.

No. 226,270.

Patented April 6, 1880.



Witnesses.  
A. Rupert.  
J. G. Mason.

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Atty's.

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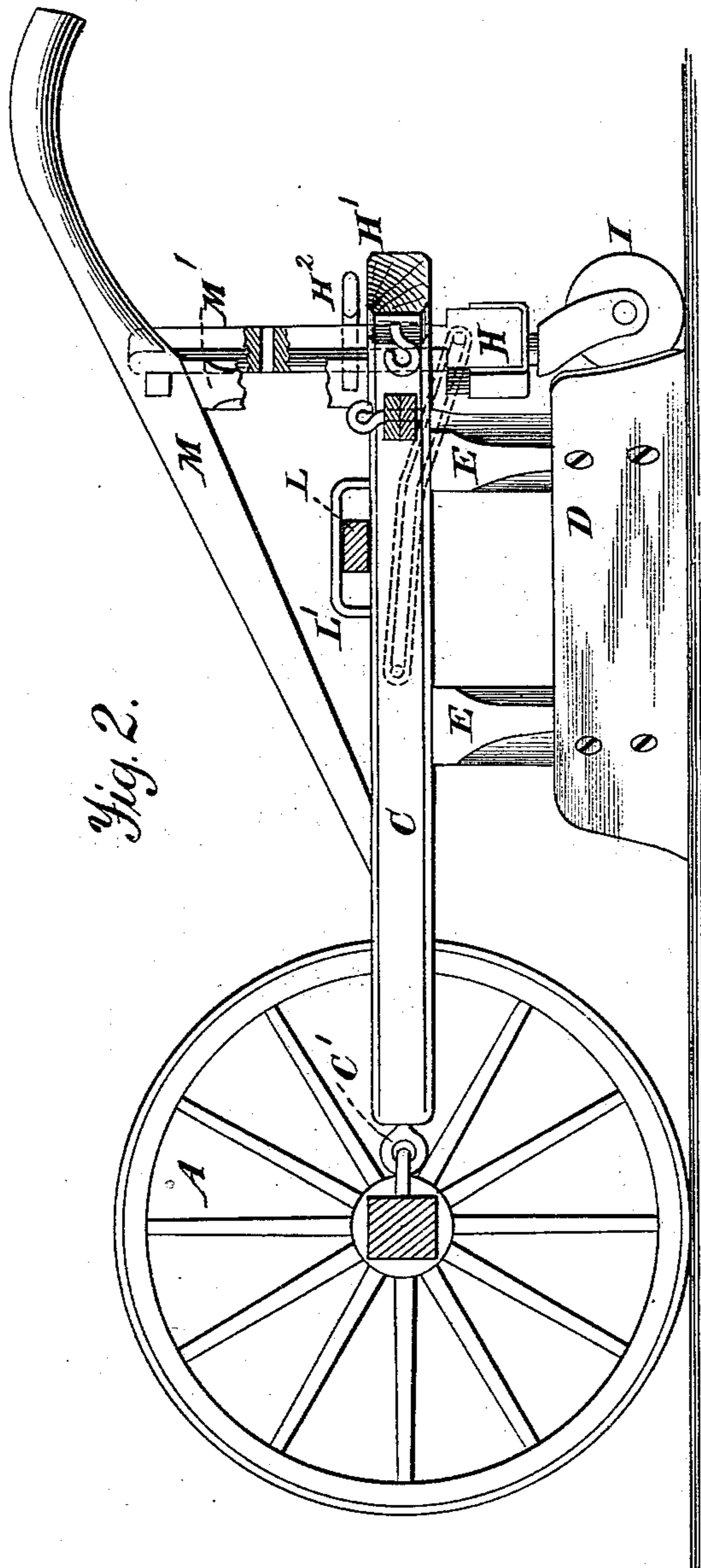


Fig. 2.

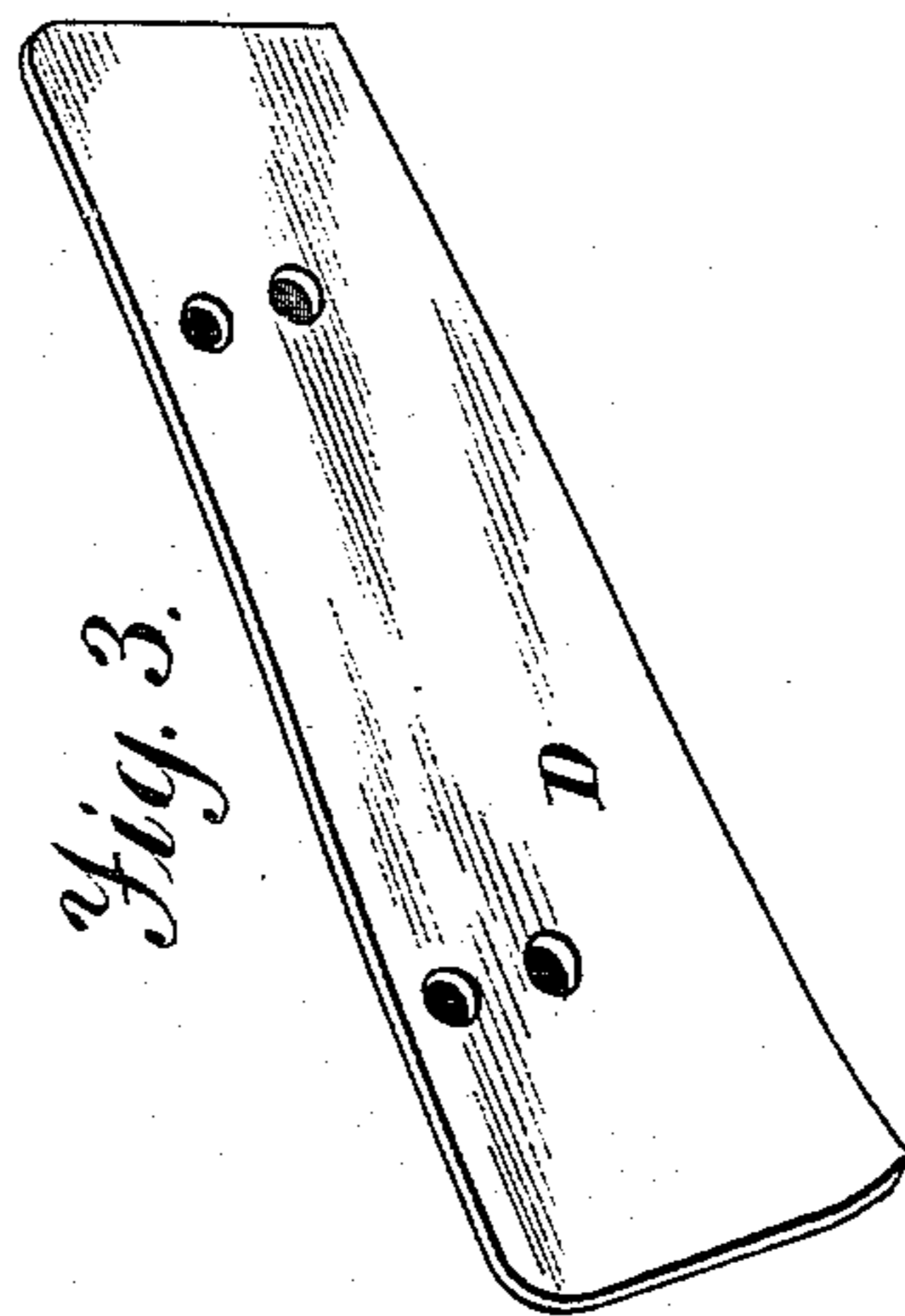


Fig. 3.

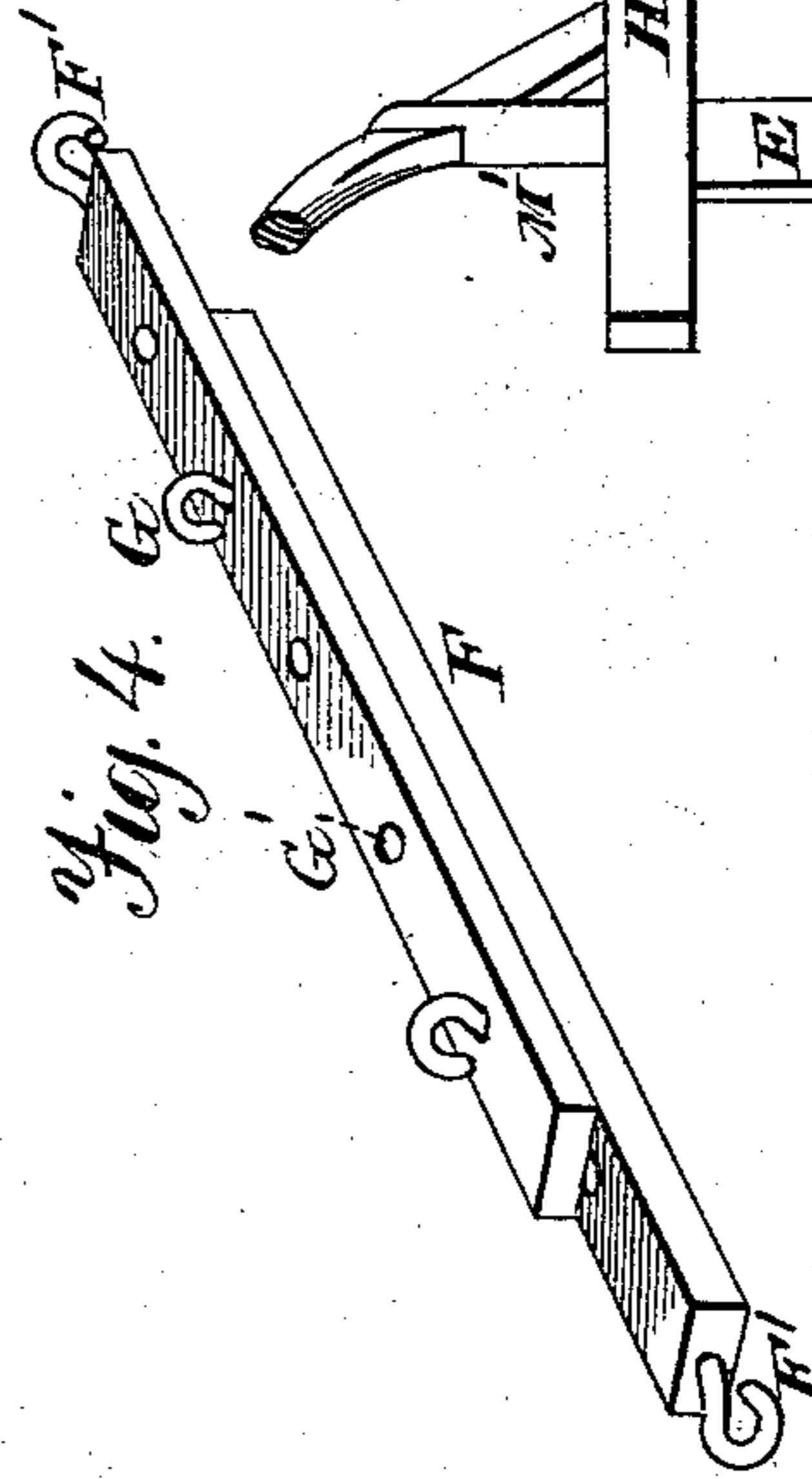


Fig. 4.

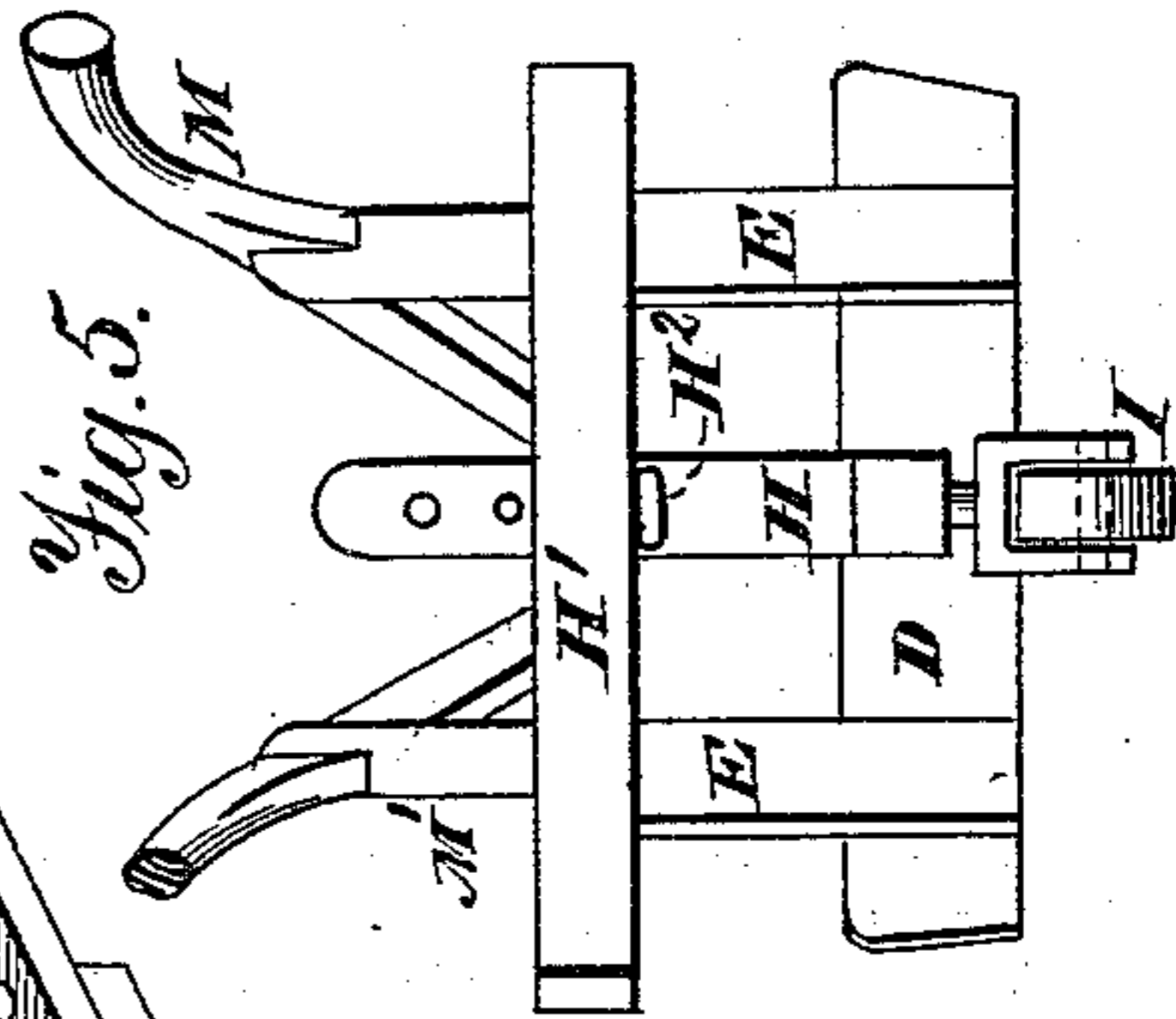


Fig. 5.

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# UNITED STATES PATENT OFFICE.

ALVIN N. BLACKLIDGE, OF RUSHVILLE, INDIANA.

## ROAD-SCRAPER.

SPECIFICATION forming part of Letters Patent No. 226,270, dated April 6, 1880.

Application filed June 7, 1879.

*To all whom it may concern:*

Be it known that I, ALVIN N. BLACKLIDGE, of Rushville, in the county of Rush and State of Indiana, have invented certain new and useful Improvements in Road-Scrapers; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

My invention consists of a scraper so constructed that its width may be regulated at pleasure; also, in being able to use one or both of the scraper-blades, as required.

In the annexed drawings, making a part of this specification, Figure 1 is a plan view of the scraper, partly in section. Fig. 2 is a longitudinal vertical section. Fig. 3 is a perspective view of one of the scrapers. Fig. 4 is a perspective view of the extension-bar. Fig. 5 is a rear-end view of one of the scrapers and its frame-work, showing the position of the posts which support the handles with reference to the adjustable one which carries the rear supporting-wheel.

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

A A are the wheels carrying the axle B, to which are attached the V-shaped frames C C by means of eyebolts C' C'. These eyebolts are secured to the axle in any suitable manner, so that they may be removed when desired and placed at the points C<sup>2</sup> C<sup>2</sup> when it is wished to widen the distance between the frames.

D D are the scraper-blades, made of metal and slightly twisted, so as to shape them as shown in Fig. 1, and are attached to the posts E E, which are carried by the frames C C.

F is an extension-bar placed between the V-shaped frames, and held by the eyebolts F' F<sup>2</sup>, placed in the ends of the bar and inner sides of the frames, respectively. This bar is composed of sections placed one on top of the other, as shown in Fig. 4, and are held together by means of screw-bolts G G, fitting in holes G', that correspond in the two sections, so that by sliding the two sections one on the other the frames may be held at any required distance apart.

The dip of the scraper-blades is regulated by the posts H H, which carry upon their lower ends small wheels I I and work in slots or mortises in the cross-bars H' H', and may be held at any required height by means of the pins H<sup>2</sup> H<sup>2</sup> entering holes in the posts H H; or said pins may be made to pass through or under the cross-bars H' H' and the posts H H. The wheels I I also serve for transporting the machine, for by means of the holes and pins the frames may be raised, so as to allow the blades to escape the ground, and they may be so arranged by the same means that both of the scrapers may be brought into use at the same time, or one only may be used, the other being so far elevated as not to come in contact with the earth.

K K are chains passing from the inner ends of the cross-bars H' H' to the axle just inside of the wheels on the opposite side of the machine, the object of which is, that when scraping on an incline, when only one scraper is employed, the chains prevent the half in use from being forced out of the line of the draft of the machine, as would be the case were there no connection with the axle except at C'.

L is also a connecting-bar passing across the top of the frames C C under bails L' L'. This connecting-bar is never used except in transporting the machine from place to place, its office being to prevent the tilting or turning of the scrapers at such times, it being placed upon said frames just forward of the posts which support the handles.

M M are handles secured to the upper side of the frame at their forward ends and to the posts M' M' near their rear ends, said posts being secured in or made to project from the frame C, as shown in Fig. 2 of the drawings. By means of the handles alluded to the operator is able to guide the machine at pleasure.

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

1. In a road-scraper, and in combination with guiding-wheels and axle thereof, the independently-operating frames C C, joined to the axle at their front ends, and being provided with an adjustable extension-bar for regulating the distance between their rear ends, and with vertically-adjustable wheels, by means of which both of the scrapers can be

brought into requisition at the same time, or they can be used separately, or not at all, substantially as set forth.

2. The combination of the independently-  
5 operating frames C C, the vertically-adjustable posts H H, wheels I I, and cross-bars H' H', by which the rear ends of the frames are carried, and by means of which the scrapers  
10 upon either one or both may be brought into requisition, or the working of both may be suspended while the machine is being moved from place to place, as set forth.

3. In a road-scraper, and in combination  
15 with the independently-operating frames C C thereof, the chains K K, which extend from

the inner ends of the cross-bars of said frames to the axle B of the guiding-wheels upon the sides of the machine opposite to the ones to which the rear ends are attached, whereby they are made to prevent the scrapers from being forced out of the line of the draft of the machine when only one scraper is being used, substantially as set forth.

In testimony that I claim the foregoing as my own I affix my signature in presence of two  
25 witnesses.

ALVIN N. BLACKLIDGE.

Witnesses:

NORMAN E. CONDE,  
ALEXANDER POSEY.