(No Model.)

C. A. CALAWAY.

ROAD GRADER.

No. 325,156. Patented Aug. 25, 1885.

Fig. 1.

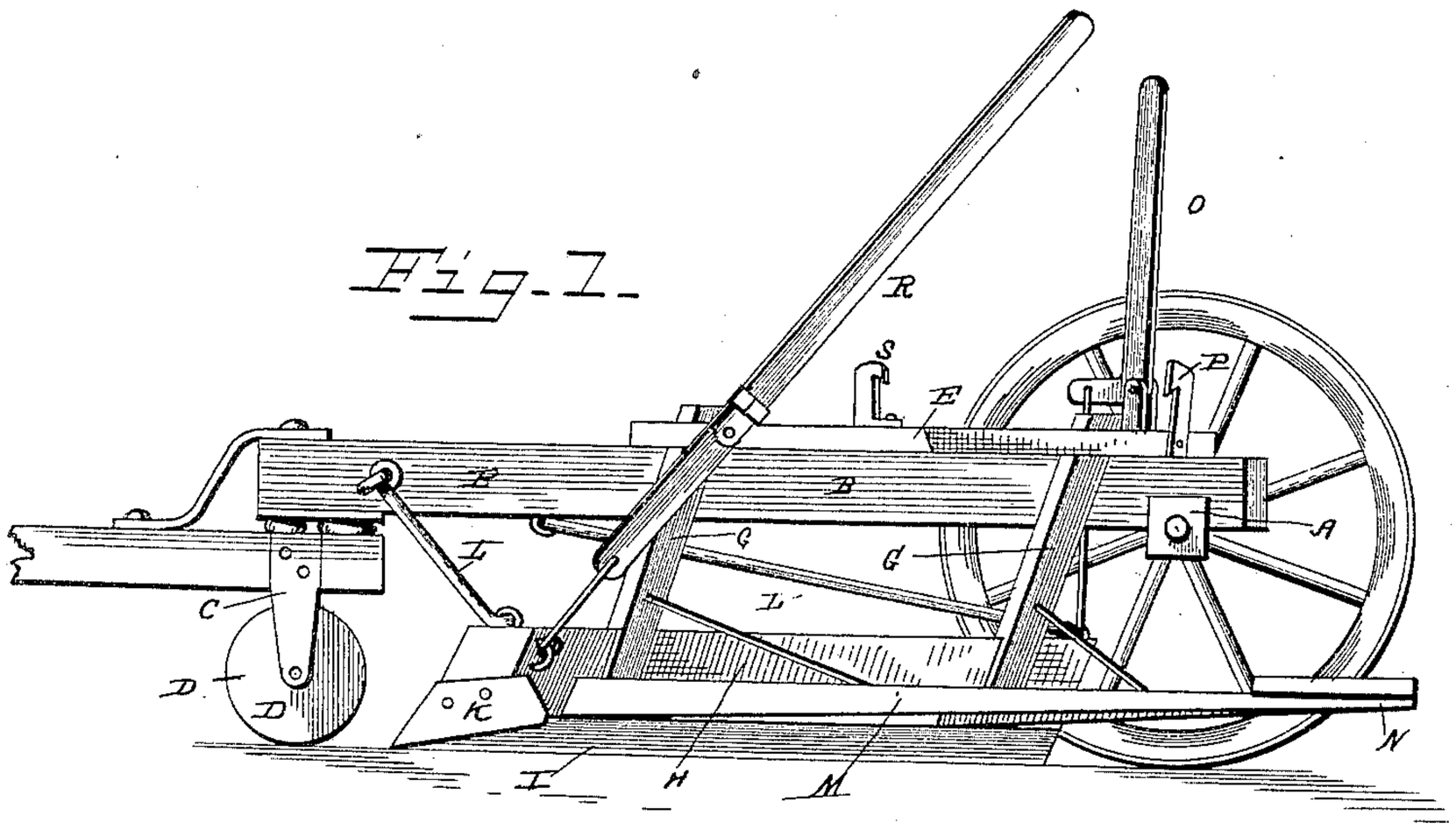
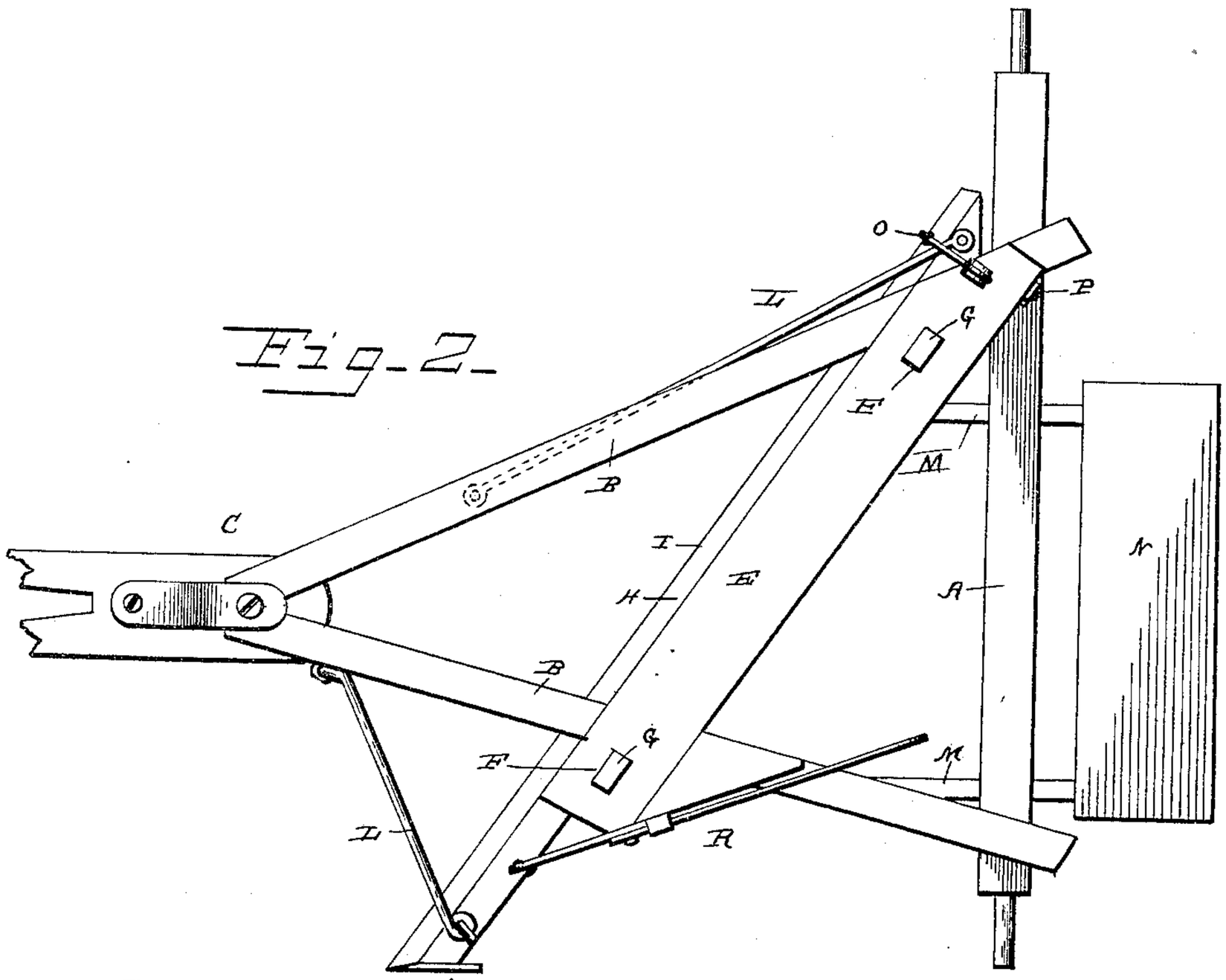


Fig. 2.



WITNESSES

Edwin L. Yewell.

Chas. H. Adams

INVENTOR

C. A. Calaway

By. Wright Brown & Quinby

Attorney

UNITED STATES PATENT OFFICE.

CARMI A. CALAWAY, OF AUSTINBURG, OHIO.

ROAD-GRADER.

SPECIFICATION forming part of Letters Patent No. 325,156, dated August 25, 1885.

Application filed June 15, 1885. (No model.)

To all whom it may concern:

Be it known that I, CARMI A. CALAWAY, a citizen of the United States, residing at Austinburg, in the county of Ashtabula and State of Ohio, have invented certain new and useful Improvements in Road-Graders, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to improvements in road machines or scrapers, and is designed to produce a scraper of easy and convenient adjustment, either to operate or to be thrown out of contact with the road for the purpose of transportation, and to produce a machine of simple and consequent inexpensive construction that shall perform its function perfectly.

In describing the device reference is had to the annexed drawings, in which Figure 1 represents a side elevation of the device, and Fig. 2 a plan view of the same.

The rear of the device is supported on an axle, A, and forwardly-converging timbers B, secured at their rear ends to said axle.

By means of a king-bolt and strap a swivel-frame, C, of the nature of a fifth-wheel, is secured to the forward ends of the said timbers B, is connected to the draft-pole, and is supported by a caster-wheel, D.

A diagonal timber, E, is supported by the timbers B, and is provided with perforations or passages F. These passages form guiding-ways for uprights or posts G on the scraper-board H, which has a metallic scraping-edge, I, and at one end a side continuation thereof, as shown at K, which may be replaced by a ditcher, common to this class of machines.

The scraper is kept in position about parallel to the diagonal timber E, and hence at an angle to the line of draft, by means of pivoted rods L or similar means of staying.

Rearward from the leveler or scraper project timbers M, which support a platform, N, for the driver, or, as is evident, a seat may be provided.

The weight of the driver is added to that of the scraper to keep the same to its work.

At what may be termed the "rear end" of the timber E is an L-shaped lever, O, connected by a rod to the scraper-board, and engaging, when the longer end is lowered and the leveler-board raised thereby, with a catch, P, and normally there retained. The other or front end of the timber E carries a straight lever, R, pivotally fulcrumed to move vertically and connected to the front end of the leveler. This lever, when depressed and consequently raising the front of the scraper-board, engages with a catch, S. The two levers converge, and hence are within easy reach of the driver.

I claim—

A road-grader consisting of a rear axle, converging timbers secured thereto, a swiveled caster-wheel at the front, a diagonal timber supported by the frame and slotted, a leveler or grader proper having upright posts which pass through the slots in the diagonal timber, stays passing from the leveler toward the front of the frame, a straight lever pivoted to the frame and operating to raise the front of the leveler, an angle or L-shaped lever operating to raise the rear of the leveler, and a platform supported by timbers projecting from said leveler, substantially as and for the purpose specified.

In testimony whereof I affix my signature in presence of two witnesses.

CARMI A. CALAWAY.

Witnesses:

ALVIN C. WHITE,

E. JAY PINNEY.