

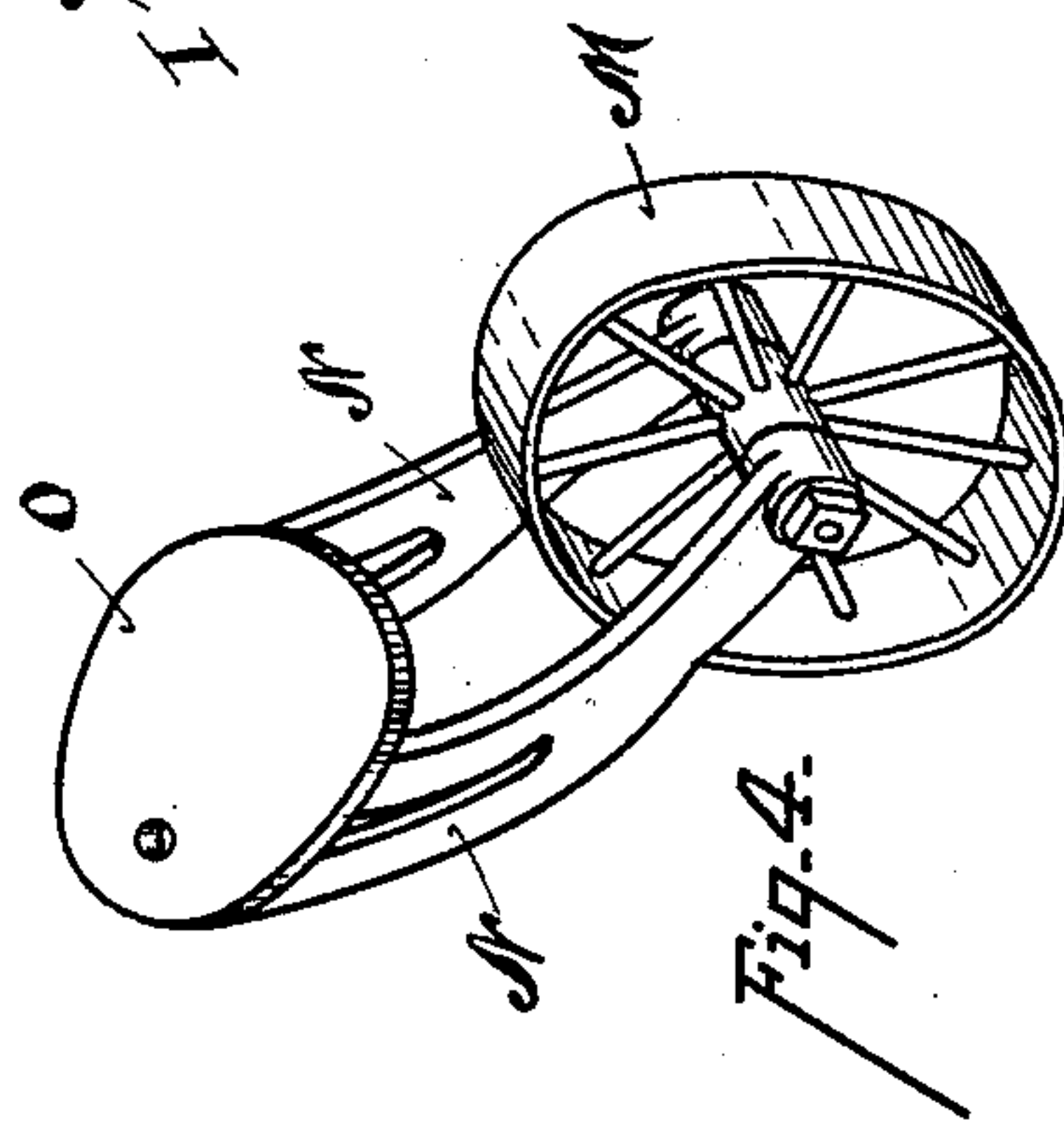
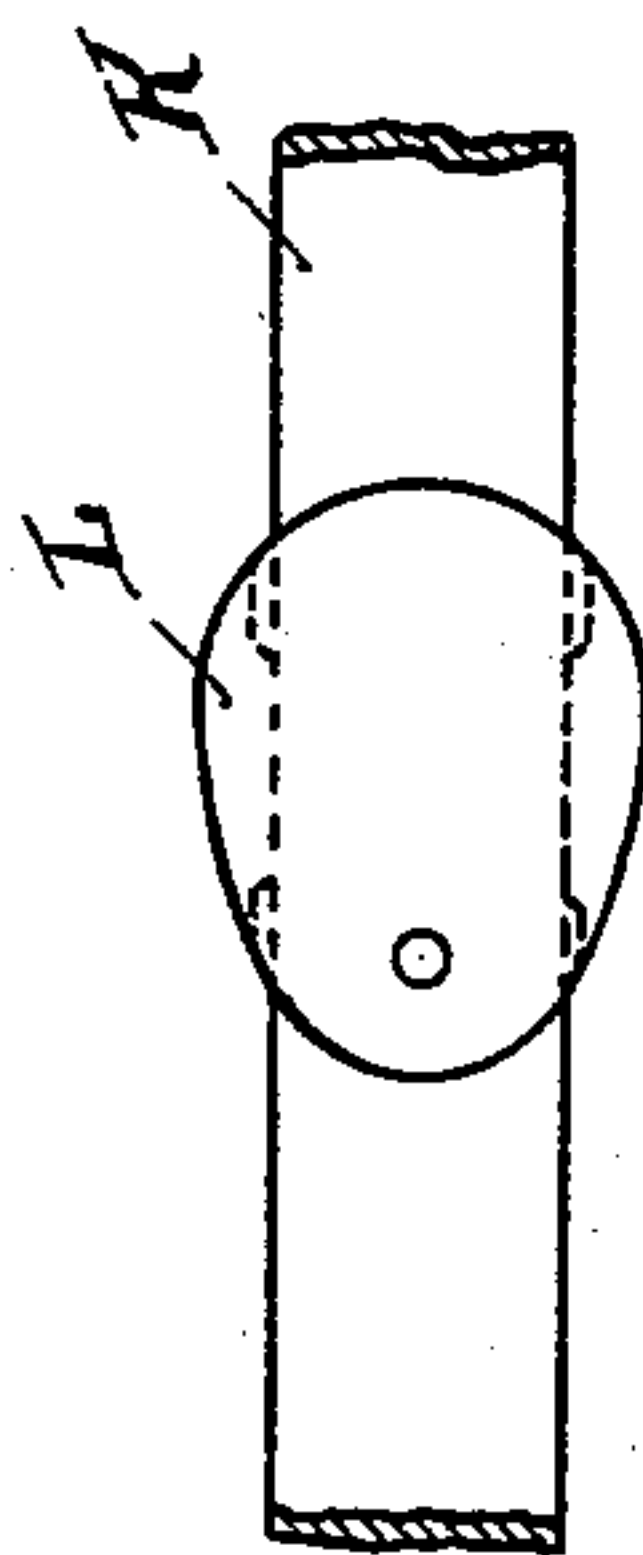
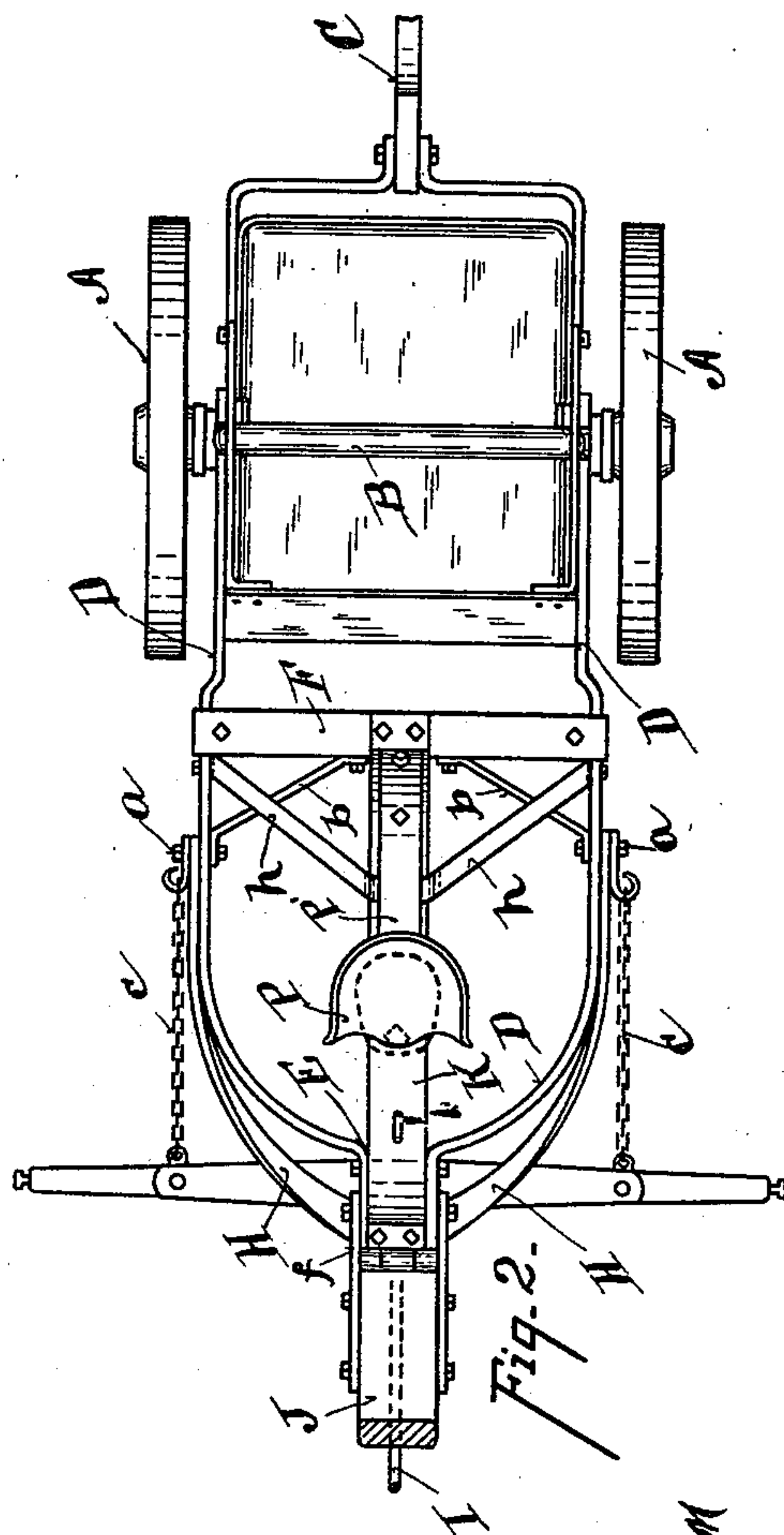
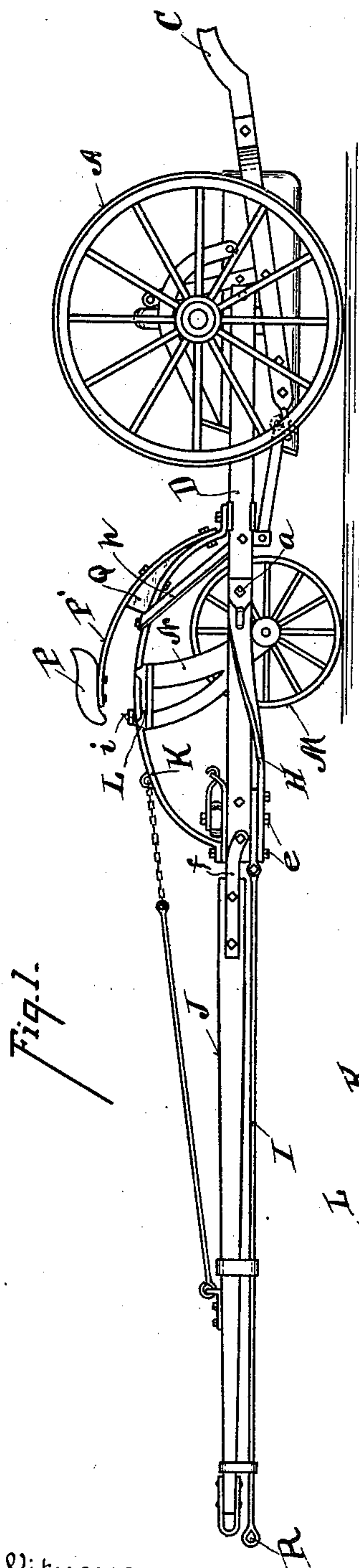
No. 613,994.

Patented Nov. 8, 1898.

S. S. HOLBROOK.
WHEEL SCRAPER.

(Application filed June 24, 1898.)

(No Model.)



Witnesses

C. W. Miles.
Oliver B. Kaiser.

Inventor

Inventor
S. S. Holbrook
by Wood & Bond
Attorneys

UNITED STATES PATENT OFFICE.

SANFORD S. HOLBROOK, OF CINCINNATI, OHIO.

WHEEL-SCRAPER.

SPECIFICATION forming part of Letters Patent No. 613,994, dated November 8, 1898.

Application filed June 24, 1898. Serial No. 684,367. (No model.)

To all whom it may concern:

Be it known that I, SANFORD S. HOLBROOK, residing at Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Wheel-Scrapers, of which the following is a specification.

The object of my invention is, first, to provide a wheel-scraper of strong construction and a draw-rod so arranged that steam-power in connection with horse-power may be employed to do the filling. After this has been accomplished the auxiliary power is detached and horses employed to carry the load to a proper place for deposit.

Another object of my invention is to provide a swiveling caster-wheel so connected to the front end of the frame as to sustain the weight of the major portion of the pole and of the draw-rod and also to assist in sustaining the load of the scraper, facilitating the turning as well as the transportation of the scraper and its load.

The features of my invention will be more fully set forth in the description of the accompanying drawings, making a part of this specification, in which—

Figure 1 is a side elevation of my improvement. Fig. 2 is a top plan view of Fig. 1. Fig. 3 is a bottom plan view of the caster-wheel support. Fig. 4 is a perspective view of the caster-wheel and its hanger-bracket.

A A represent the ground-wheels, B the axle, and C the loading and tilting lever. The scraper is hinged to the axle in the usual manner.

D represents frame-pieces connected to the axle on each side of the scraper. Their forward ends are drawn or bent inward and of bale form and rigidly bolted to a spacing-block E. This leaves the extended portion of the frame entirely open in the center, allowing the use of a caster-wheel located centrally therein. The parts form a rigid frame extension.

H represents auxiliary brace-supports for the frame. They are secured to the frame-pieces D by bolts *a*, and they are further strengthened by braces *b*, the bolts *a* forming a point for attaching the draw-chains *c* of the singletree.

In the preferred form of construction the

auxiliary braces H are bent over and inward at the forward edge and secured by bolts *e* to the under side of the spacing-block, thereby making a rigid frame extension and serving as a base, to which is hinged the power draw-rod I, which is preferably suspended to the under side of the pole J. Pole J is hinged to the auxiliary frame by hinge-straps *f*.

In order to provide a caster-wheel support to sustain the weight of the forward-extended frame and the weight of the pole and draw-rod, I provide a yoke-piece K, which is connected at the front end to the frame and the rear end to cross-bar F, as shown in Fig. 1. This yoke is of curved form, preferably, and sustained by brace *h*.

L represents a step or bearing-plate rigidly secured to the under side of the yoke K.

M represents a caster-wheel, and N bracket-arms connecting the axis of said wheel to the bearing-plate O. This plate seats against the under side of the supporting-plate L, and it is journaled thereto by means of king-bolt *i*, passing through said plates L O.

P represents the driver-seat. It is secured to the central portion of the frame by means of a curved bracket P'.

Q represents a spacing-block for holding said arm in position.

The caster-wheel allows the scraper to be turned readily while loading or when loaded and assists in sustaining the load and the weights of the parts, as before explained.

This construction enables steam-power to be applied through the eye R on the draw-rod I. Then when the scraper is loaded the auxiliary power may be detached and a pair of horses can readily transport the load.

In some soils the steam-power is not required; but in such places the ordinary means of employing a second pair of horses to assist the loading is employed.

Having described my invention, what I claim is—

1. In a wheel-scraper, an open frame consisting substantially of rails D connected to the axle and united together at their front end and the curved yoke-arm K connected to said frame and serving as a base for the attachment of a caster-wheel, substantially as specified.

2. In combination with a wheel-scraper the

rails D, connected to the axle, extending forward and connected together at their front ends, a curved yoke K rigidly connected to said frame at its front and rear end and spanning the open frame-space, bearing-plate F and the caster-wheel M swiveled to said bearing-plate and yoke, substantially as specified.

3. In combination with the extended rails D of a wheel-scraper, the auxiliary braces H secured thereto and to the forward ends of the frame, substantially as herein specified.

4. In combination with a wheel-scraper the

extended frame composed of the rails D, yoke K projected forward and forming an open frame, the caster-wheel M, pole J and draw-rod I hinged to said extended frame, substantially as specified. 15

In testimony whereof I have hereunto set my hand.

SANFORD S. HOLBROOK.

Witnesses:

OLIVER B. KAISER,
W. R. WOOD.