

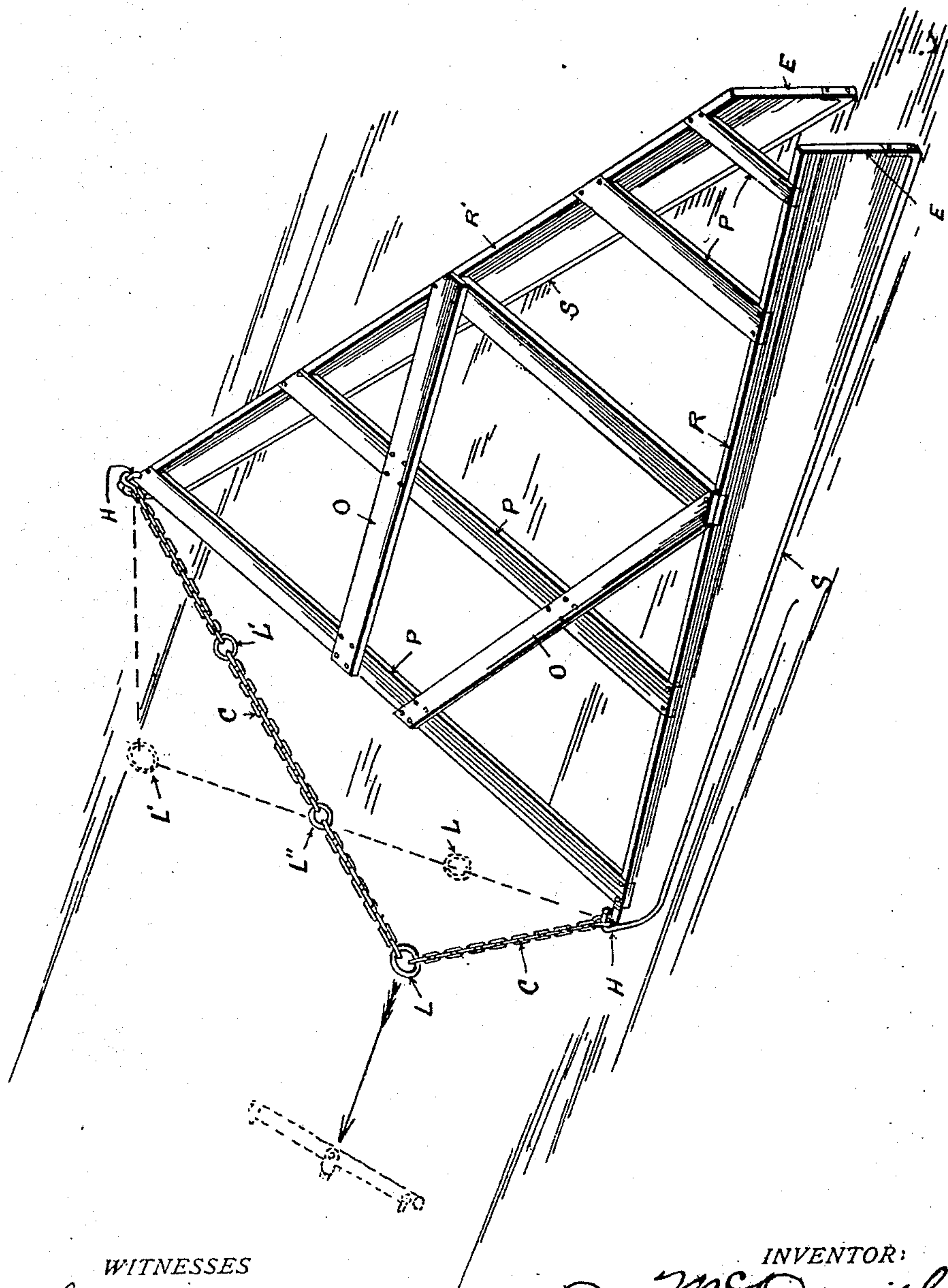
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No. 883,332.

PATENTED MAR. 31, 1908.

D. McDANIEL.
ROAD DRAG AND SCRAPER.
APPLICATION FILED DEC. 20, 1907.



WITNESSES

Chas. H. Davies.
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INVENTOR:

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no info



JOHN PETERS CO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

DOC McDANIEL, OF MACON, ILLINOIS.

ROAD DRAG AND SCRAPER.

No. 883,332.

Specification of Letters Patent.

Patented March 31, 1908.

Application filed December 20, 1907. Serial No. 407,443.

To all whom it may concern:

Be it known that I, DOC McDANIEL, a citizen of the United States, and resident of Macon, in the county of Macon and State of Illinois, have invented certain new and useful Improvements in Road Drags and Scrapers; and my preferred manner of carrying out the invention is set forth in the following full, clear, and exact description, terminating with claims particularly specifying the novelty.

This invention relates to excavating, and more especially to scrapers such as are used on roads; and the object of the same is to produce an improved scraper of the sledged type.

To this end the invention consists in a scraper whose runners converge toward the rear and also grow gradually wider toward the rear, and a drag chain so constructed and attached to the device so that the latter may be drawn over the road so as to deliver at either side or along the center as the exigencies of the case may demand.

The following specification points out one embodiment of this idea, as illustrated in the accompanying drawing which shows a perspective view of the scraper complete, the drag chain being dotted in another position.

Referring to the drawing by letters, R R' designate the runners which are preferably made of wood standing on edge and converging to the rear as shown, their lower faces being preferably provided with metal shoes S. Cross pieces P connect the upper edges of these runners, and the pieces grow shorter in length toward the rear and higher and higher from the shoes, as shown. By preference also oblique braces O connect the front cross piece with the runners at about the points shown; and if desired a seat (not illustrated) may be mounted at a suitable point on the machine. The runners not only converge toward their rear ends E which are left open as shown, but grow wider toward said rear so as to afford an outlet between them which has higher sides than the space between them elsewhere—thus preventing the scrapings from passing over the upper edges of the runners as they move along to the rear.

While any suitable motive power may be used in connection with this scraper, I prefer to employ hooks H at the front ends of the runners and connect them by a chain C made somewhat loose as shown and having links L, L' and L'', the latter being at the center

of the length of the chain. These may be links in the chain or enlarged loops, to either of which the whiffle-tree is to be hitched as will be understood. The link L is spaced from the runner R such a distance that when the draft is attached thereto that runner will follow the line of the road and the other runner R' will move in an oblique direction to said line so that the scrapings delivered out of the rear end will be delivered at the left of the road way. Conversely the loop L' is similarly located with reference to the runner R' and will deliver the scrapings along the right of the road way. In either case the runner nearest the loop by traveling in a straight line will hold the other runner to its work and prevent it or the whole device from transverse dislocation when an obstruction is struck. When the whiffle-tree is connected with the central loop L'' both runners will obviously move in an oblique direction and the scrapings will be delivered along the center of the road way. Attachment of the draft at other points in the chain will obviously produce variations of these angles and lines of travel and delivery.

The uses of a device of this character are well understood and need not be further explained. All parts are preferably of wood excepting the shoes which are preferably of steel. The sizes, shapes, and proportions are immaterial.

What is claimed as new is:

1. A scraper consisting of upright runners converging toward their rear ends which are separated from each other, and also growing wider toward said rear ends, and braces for holding the runners in this position.

2. A scraper consisting of upright runners converging toward their rear ends which are separated from each other, and also growing wider toward said rear ends, braces for holding the runners in this position; and a chain connected with the front ends of the runners and having a central loop and two side loops at such points that when the draft is attached to either side loop the adjacent runner will follow the line of draft, for the purpose set forth.

3. A scraper consisting of upright runners converging toward their rear ends which are separated from each other, and braces for holding the runners in this position; and a chain connected with the front ends of the runners and having loops at such points that

when the draft is attached to either loop the adjacent runner will follow the line of draft, for the purpose set forth.

4. The herein described scraper, comprising two upright runners converging toward their rear ends which are separated and faced on their lower edges with metal shoes, cross pieces and braces connecting the upper edges of said runners to hold them relatively spaced, hooks at their front ends, and a chain connecting said hooks and having a central loop and two loops at points sufficiently near the runners to cause either of the latter to follow the line of draft when power is attached to the loop nearest it.

5. The herein described scraper, comprising two upright runners converging toward their rear ends which are separated and faced on their lower edge with metal shoes,

cross pieces and braces connecting the upper edges of said runners to hold them relatively spaced, hooks at their front ends, and a chain connecting said hooks and having a central loop and two loops at points sufficiently near the runners to cause either of the latter to follow the line of draft when power is attached to the loop nearest it, the runners growing wider toward their rear ends whereby the rearmost cross pieces are respectively higher from the shoes, for the purpose set forth.

In testimony whereof I sign my name in the presence of two subscribing witnesses, this, the eighteenth day of December, 1907
DOC McDANIEL.

Witnesses:

B. O. McREYNOLDS,
D. S. SHELLSBARGER.