

No. 891,569.

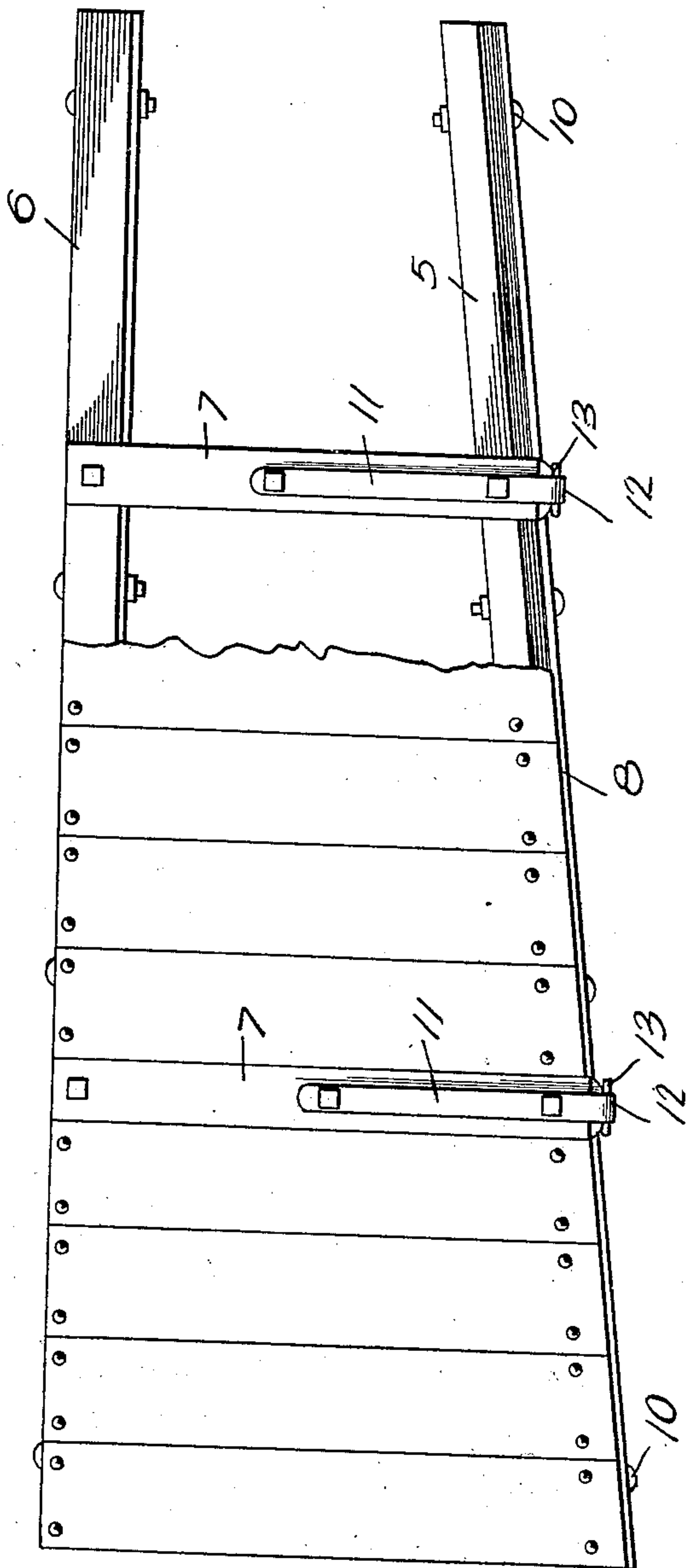
PATENTED JUNE 23, 1908.

H. J. SEE.
ROAD DRAG.

APPLICATION FILED AUG. 13, 1907.

2 SHEETS—SHEET 1.

Fig. 1—



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2 SHEETS—SHEET 2.

Fig-2-

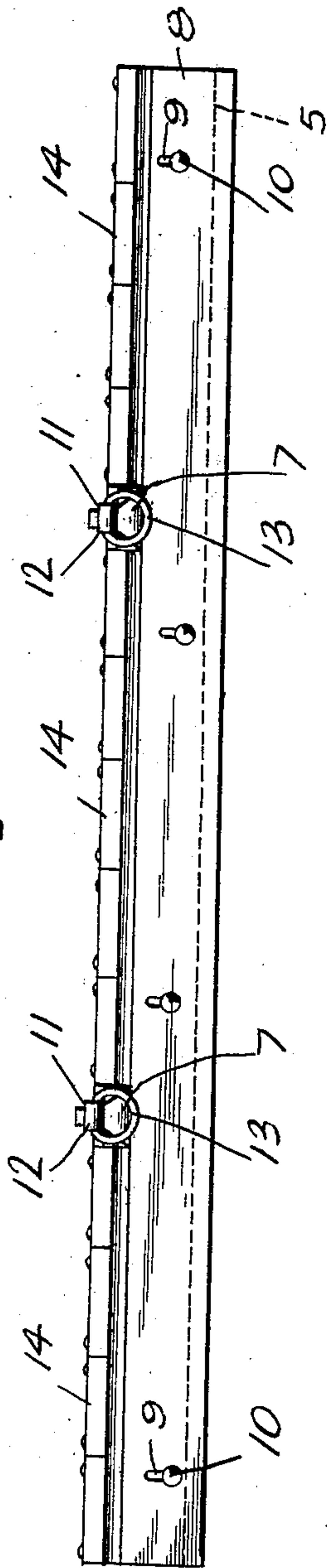


Fig-3-

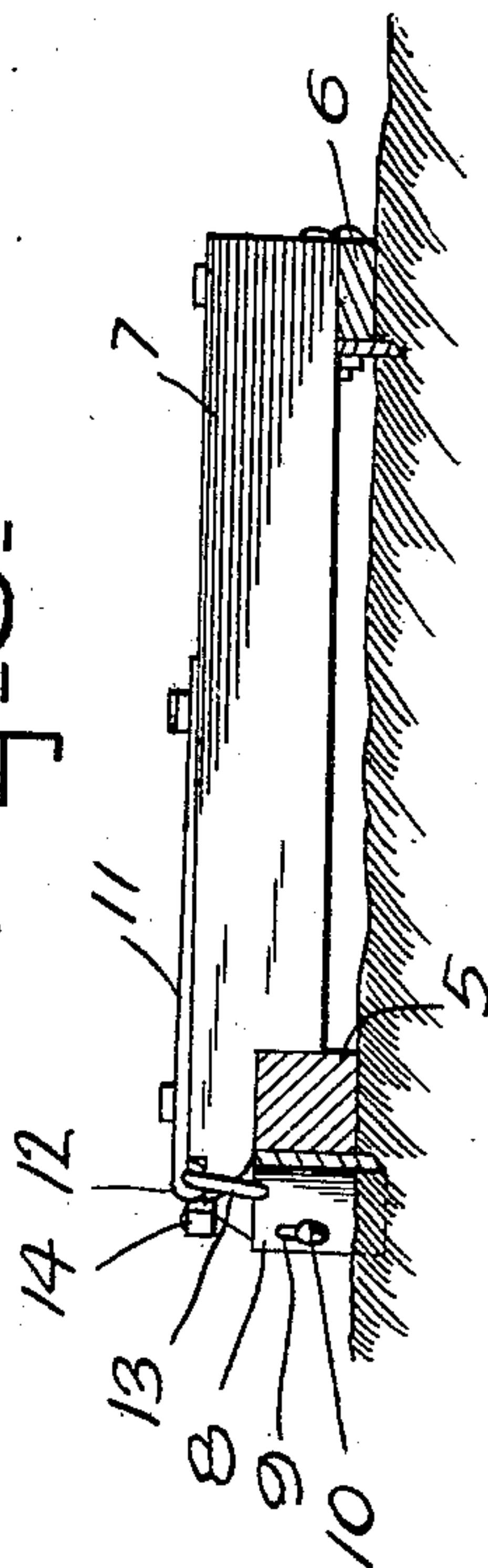
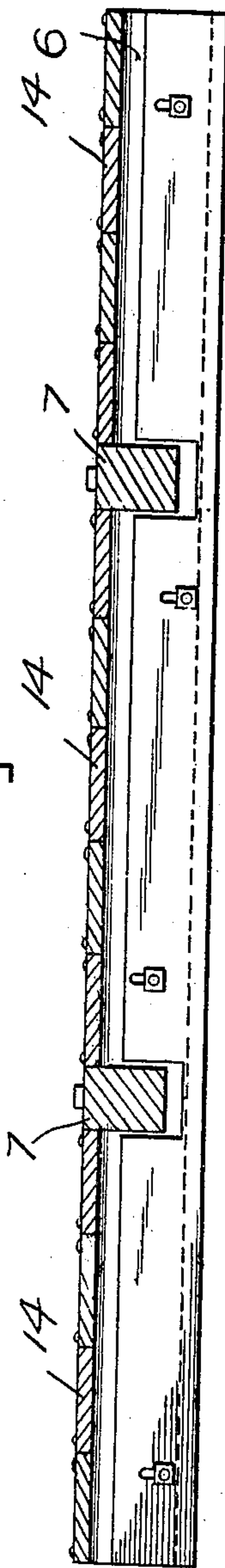


Fig-4-



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UNITED STATES PATENT OFFICE.

HARRY J. SEE, OF DEEDSVILLE, INDIANA.

ROAD-DRAG.

No. 891,569.

Specification of Letters Patent.

Patented June 23, 1908.

Application filed August 13, 1907. Serial No. 388,416.

To all whom it may concern:

Be it known that I, HARRY J. SEE, a citizen of the United States, residing at Deedsville, in the county of Miami, State of Indiana, have invented certain new and useful Improvements in Road-Drags; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The present invention has reference to road drags and it aims to provide an exceedingly simple, inexpensive, and durable device of that class for effectively grading and leveling a road.

To this end the drag comprises front and rear sills connected together by heavy braces, one of which is shorter than the other, so as to dispose the front sill at an angle to the rear sill, the front sill carrying on its forward face a scraping blade which is adjustable towards and from the surface of the road, both to regulate the depth of the cut and to compensate for wear.

The invention will be readily understood from a consideration of the following detailed description, and its preferred embodiment is illustrated in the accompanying drawings in which like parts are designated by corresponding reference characters throughout the several views.

Of the said drawings, Figure 1 is a fragmental plan view of a drag constructed in accordance with the present invention, Fig. 2 is a front elevation thereof, Fig. 3 is a transverse section through the drag, Fig. 4 is a longitudinal section therethrough.

Referring more particularly to the drawings the numerals 5 and 6 designate respectively the front and rear sills of the drag which are arranged some distance apart from each other and connected together by a pair of braces 7, the length of one of which is greater than that of the other, so that the distance between the adjacent ends of the sills at one side of the drag is less than that between their ends at the opposite side thereof, the front sill being thus disposed at an acute angle to the rear sill.

The connecting braces have their opposite ends fitted in seats formed in the upper faces of the sills, the depth of which seats is less than the height of said braces, so that the upper faces of the latter project some distance above the upper faces of the sills.

The outer face of the front sill has secured thereto a blade 8 which extends from end to end thereof and is provided with a series of vertical slots 9 through which the ends of the fastening bolts 10 project. It is possible, therefore, owing to this construction, to raise or lower the blade towards and from the surface of the road to regulate the depth of the cut, and also to compensate for wear of the blade.

Each brace 7 has bolted to its upper face a hitching iron 11 in the form of a heavy strap, as shown, the forward end of each strap carrying in its projecting eye or looped portion 12 a swinging ring 13 to which a whiffletree, not shown, is secured.

The sills are further connected by a series of boards 14, bolted thereto at opposite ends, which boards are disposed transversely of the sills and parallel with the braces, the upper faces of the latter being flush with those of the boards. The boards thus form a solid cover or platform for the drag upon which the driver can stand.

The sills, the braces, and the planks which form the cover, are preferably constructed of kiln-dried oak.

If desired, the rear sill may likewise carry upon its forward face a blade similar to the blade 8 above referred to and secured adjustably to said sill in a similar manner.

What is claimed, is,

1. A road drag, comprising, a front sill and a rear sill, a pair of braces connecting said sills, one of said braces having a greater length than the other to dispose the front sill at an acute angle to the rear sill, a hitching strap mounted upon the upper face of each brace and having its forward end looped and projecting beyond the front sill, a swinging ring secured to each of said looped ends, a longitudinally-disposed blade carried by the front sill upon its outer face, and a cover secured to the upper face.

2. A road drag comprising, a front sill and a rear sill, provided with alining seats formed on their upper faces, a pair of transversely-disposed connecting braces fitted at opposite ends in said seats, one of said braces having a greater length than the other, to dispose the front sill at an acute angle to the rear sill, said braces having their upper faces lying above those of the sills, a blade bolted to the outer face of the front sill and extending from end to end thereof, said blade being provided with a series of ver-

tical slots through which the corresponding fastening bolts extend, to permit the adjustment of said blade towards and from the surface of the road, a hitching strap mounted
5 upon the upper face of each brace and having a looped forward end projecting beyond the front sill, a swinging ring attached to each of said looped strap ends, and a cover secured to said sills and comprising a series

of boards disposed parallel with said braces 10 and having their upper faces flush with the upper face of the latter.

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

HARRY J. SEE.

Witnesses:

V. E. KOGY,

A. A. HEDLESON.