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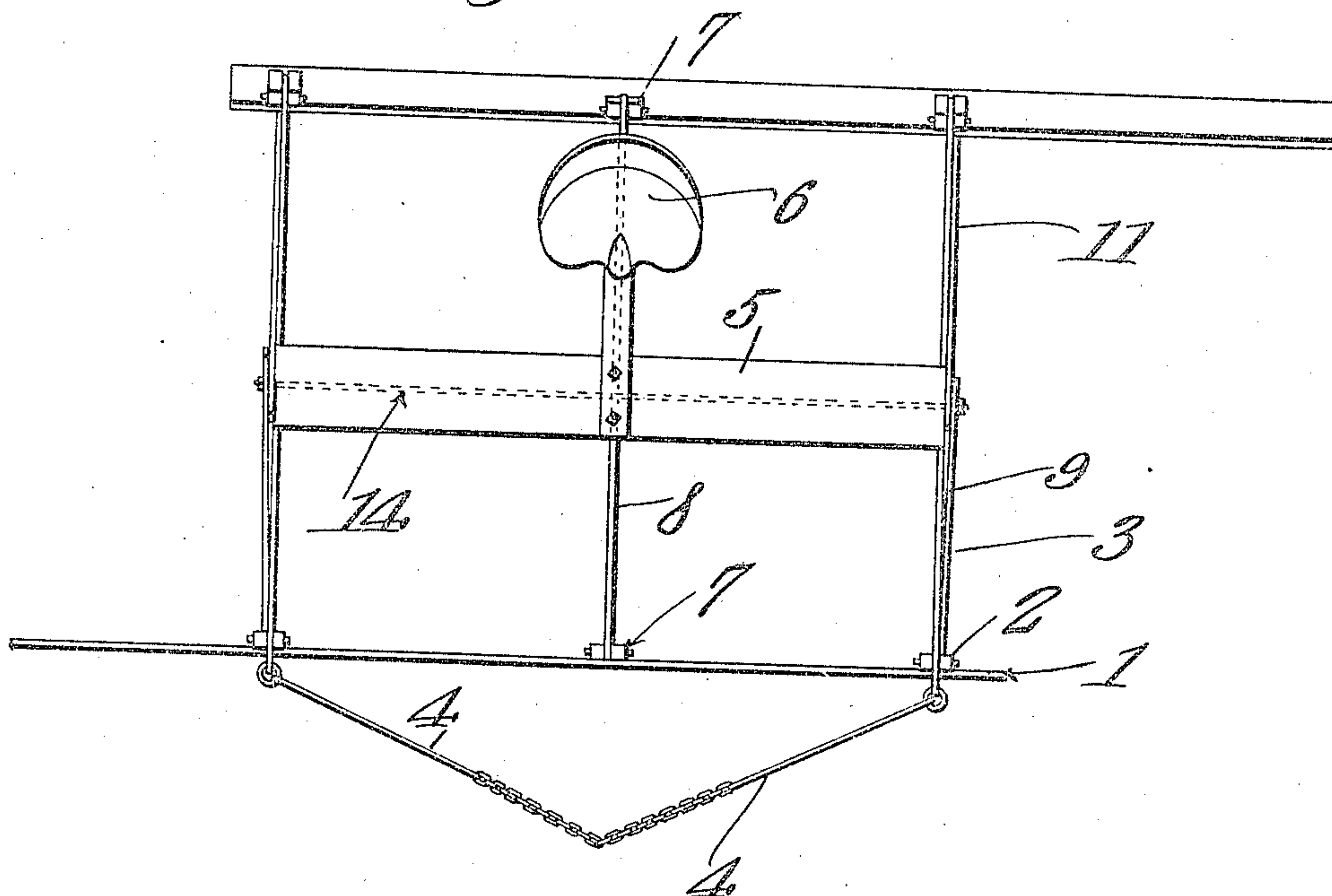
ROAD DRAG.

APPLICATION FILED MAY 29, 1909.

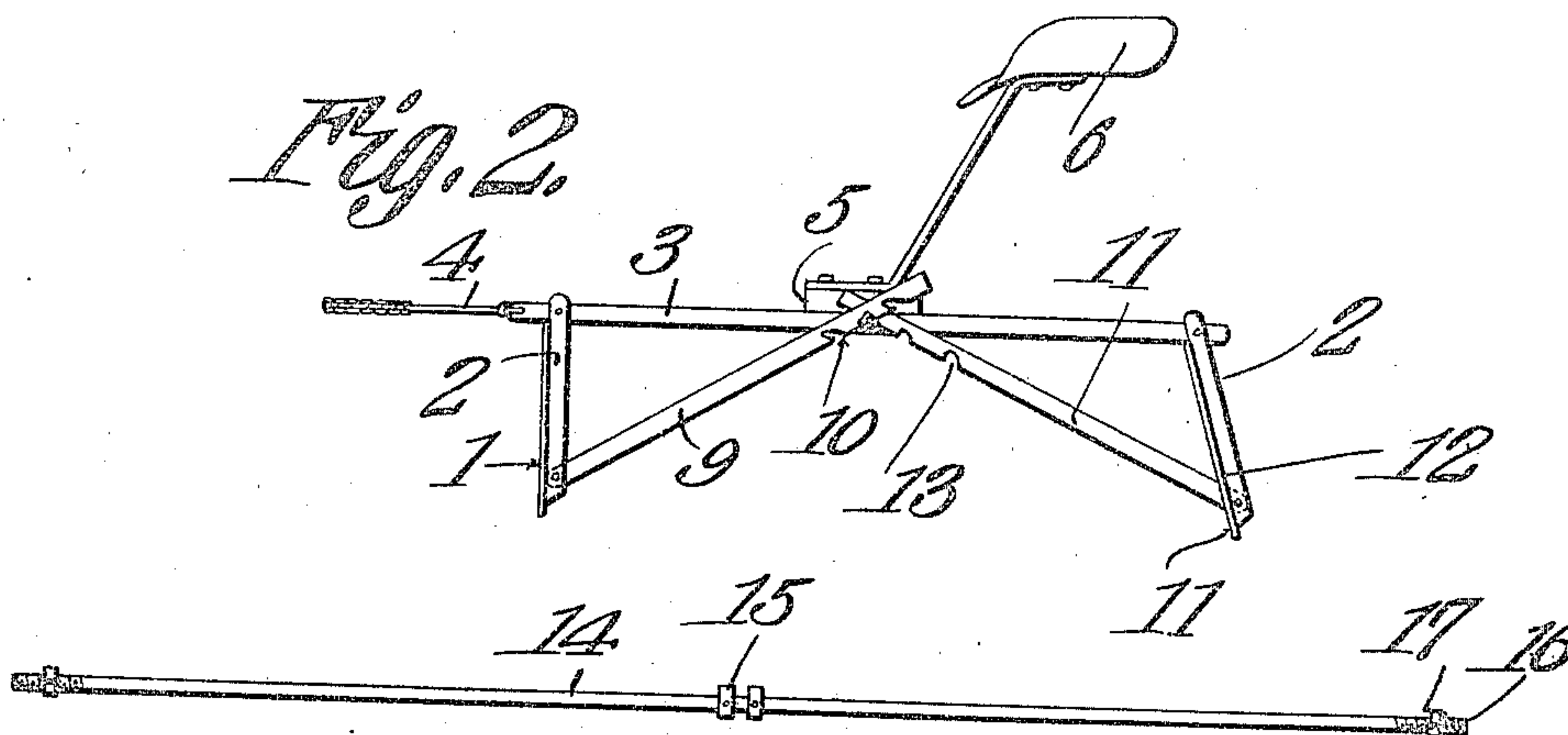
948,720.

Patented Feb. 8, 1910.

*Fig. 1.*



*Fig. 2.*



*Fig. 3.*

Witnesses

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# UNITED STATES PATENT OFFICE.

ELBERT L. CARROLL AND ROBERT M. SKILES, OF CRESTON, IOWA.

## ROAD-DRAG.

948,720.

Specification of Letters Patent.

Patented Feb. 3, 1910.

Application filed May 29, 1909. Serial No. 495,022.

*To all whom it may concern:*

Be it known that we, ELBERT L. CARROLL and ROBERT M. SKILES, citizens of the United States, residing at Creston, in the county of Union, State of Iowa, have invented a new and useful Road-Drag, of which the following is a specification.

This invention has relation to road drags, and it consists in the novel construction and arrangement of its parts as hereinafter shown and described.

The object of the invention is to provide a drag of the character indicated, in which is employed a series of blades pivotally mounted in order that they may be pitched at a desired angle with relation to the surface of the road, and means is provided whereby the said blades may be adjusted as stated independently with relation to each other, so that said blades may be pitched at different angles with respect to the surface of the road. The independent adjustment of each blade is effected manually, but when the blade is in a desired position a means common to all of the blades is provided for securing them in the adjusted positions.

In the accompanying drawing:—Figure 1 is a top plan view of the road-drag. Fig. 2 is an edge elevation of the same. Fig. 3 is a detail perspective view of one of the component parts of the blade-securing device.

As illustrated in the accompanying drawing, but two blades are used, although it is to be understood that more blades may be employed if desired.

Descriptive of the arrangement as shown each blade consists of a plate 1 which is provided in the vicinity of its end portions with transversely disposed bars 2, the upper ends of which project beyond the upper edges of the said blades. The said bars 2 are arranged in pairs, and the members of each pair are spaced one from the other.

Horizontal bars 3 are pivoted at their end portions between the members of the pairs of bars of the front and rear blades 1, and, at their forward ends the said bars 3 project beyond the planes of the forward surfaces of the blades 1. A chain or other draft means 4 is connected at its ends with the forward projecting ends of the bars 3. A board or platform 5 is mounted at its end portions upon the bars 3 at the opposite sides of the drag, and upon the intermediate portion of the said platform 5 is mounted an operator's seat. At intermediate points said

blades 1 are provided with spaced lugs 7, and a bar 8 is pivoted at its end portions between the lugs 7 upon the front and rear blades 1. Braces 9 are pivotally attached to the lower portions of the bars 2, carried by the forward blade 1 and are provided, in the vicinity of their upward rear ends, and in their under edges with notches 10. Braces 11 pass through openings 12 provided in the rear blade 1 and are pivotally connected at their rear extremities to the bars 2 mounted upon the rear side of the said rear blade 1. The braces 11 are provided at their upper inclined end portions and upon their lower edges with notches 13.

A rod 14 passes transversely through the bars 3 and 8, and at its intermediate portion is provided with stops 15, which bear against the opposite sides of the bar 8. Said stops are intended to prevent the said rod 14 from having longitudinal movement with the bar 8. The end portions of the rod 14 project through the bars 3 and are threaded as at 16 and provided with nuts 17. The notches 10 and 13 of the braces 9 and 11 respectively are adapted to receive the end portions of the rods 14, and, when properly positioned, the nuts 17 are screwed up so that the said braces are bound together and also clamped against the outer sides of the bars 3. By this arrangement it will be seen that the blade 1 may assume a vertical position with relation to the surface of the ground, while the blade 2 is positioned at an incline with relation to the surface of the ground. Thus the implement may be used as a combined drag and scraper or spreader. It will also be seen that the braces 9 and 11 may be so adjusted that the forward blade 1 may be pitched at an inclined angle with relation to the surface of the ground, and the rear blade may be positioned in a vertical position with relation to the surface of the ground. When so positioned, the forward blade will serve as a cutter, while the rear blade will serve as a drag or spreader. The forward and rear blades are at all times parallel with relation to their longitudinal dimensions, but the planes of the same may be adjusted from parallel position into inclined relation.

As illustrated in Fig. 1 of the drawing, the end of the forward blade is relatively near one of the bars 3, while its other end projects for some distance beyond the other bar 3, and the arrangement in the rear blade is the reverse; that is to say, that end of the



rear blade 3 which is at the same side of the implement as the projecting end of the forward blade is relatively near that bar 3 beyond which the forward blade projects for a considerable distance, and the other end of the rear blade projects for a corresponding distance beyond the bars 3. at the other side of the implement.

Having described the invention, what is claimed as new is:

A drag comprising front and rear blades, arms attached to the rear sides of the blades and projecting above the upper edges thereof, horizontally disposed arms pivotally connected with the projecting end portions of the first said arms, the forward end portions of the said horizontal arms projecting in advance of the forward blade, a draft means attached to the projecting portions of the

horizontal arms, a rod passing transversely through the said horizontal arms and having threaded end portions, nuts screwed upon the threaded end of the said rod, braces pivotally connected at their lower ends with the front and rear blades, and being provided upon their under edges and in the vicinity of their inner ends with notches adapted to receive the threaded end portions of the said rods.

In testimony that we claim the foregoing as our own, we have hereto affixed our signatures in the presence of two witnesses.

ELBERT L. CARROLL.  
ROBERT M. SKILES.

Witnesses:

C. W. CARROLL,  
R. BROWN.