

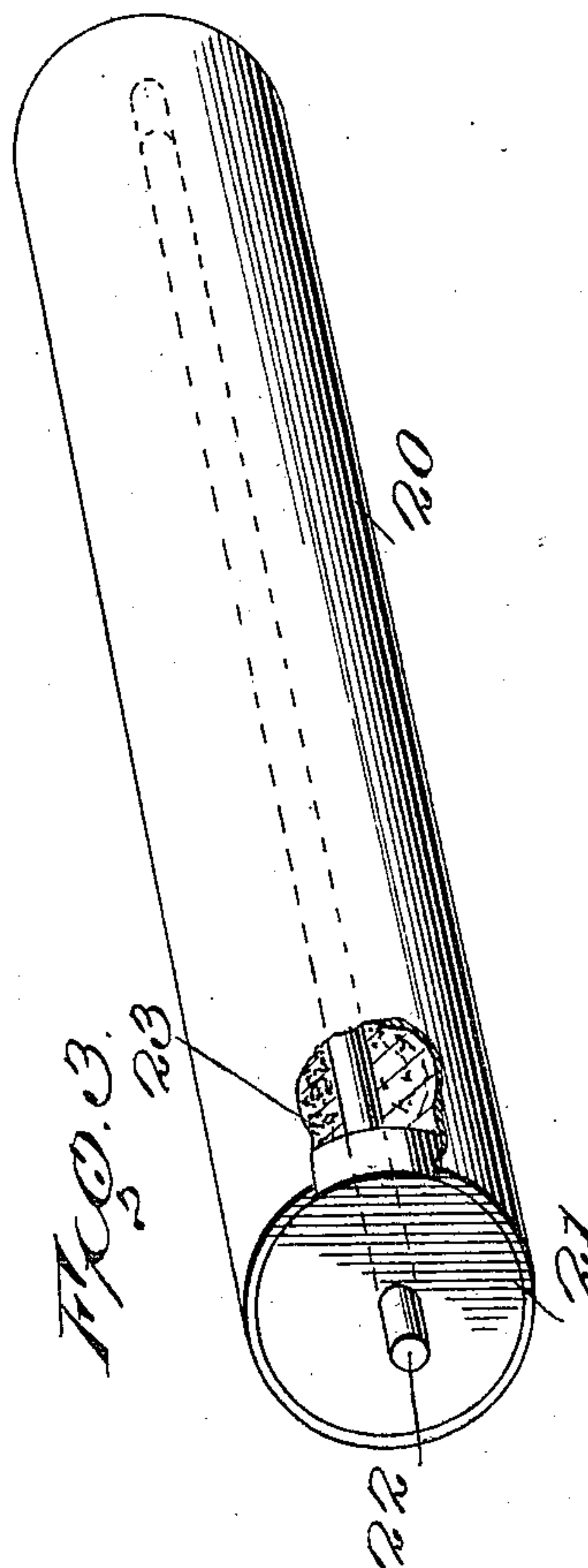
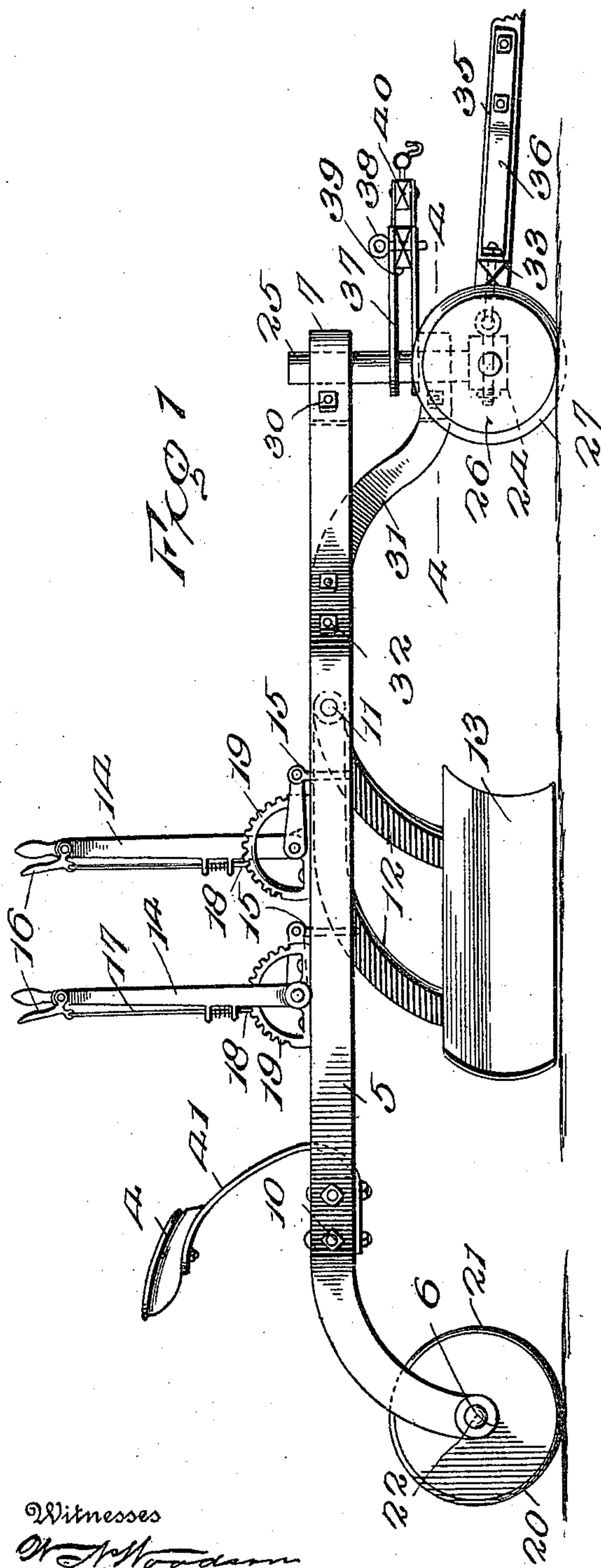
ROAD MACHINE.

APPLICATION FILED JAN. 22. 1910.

975,580.

Patented Nov. 15, 1910.

2 SHEETS—SHEET 1.



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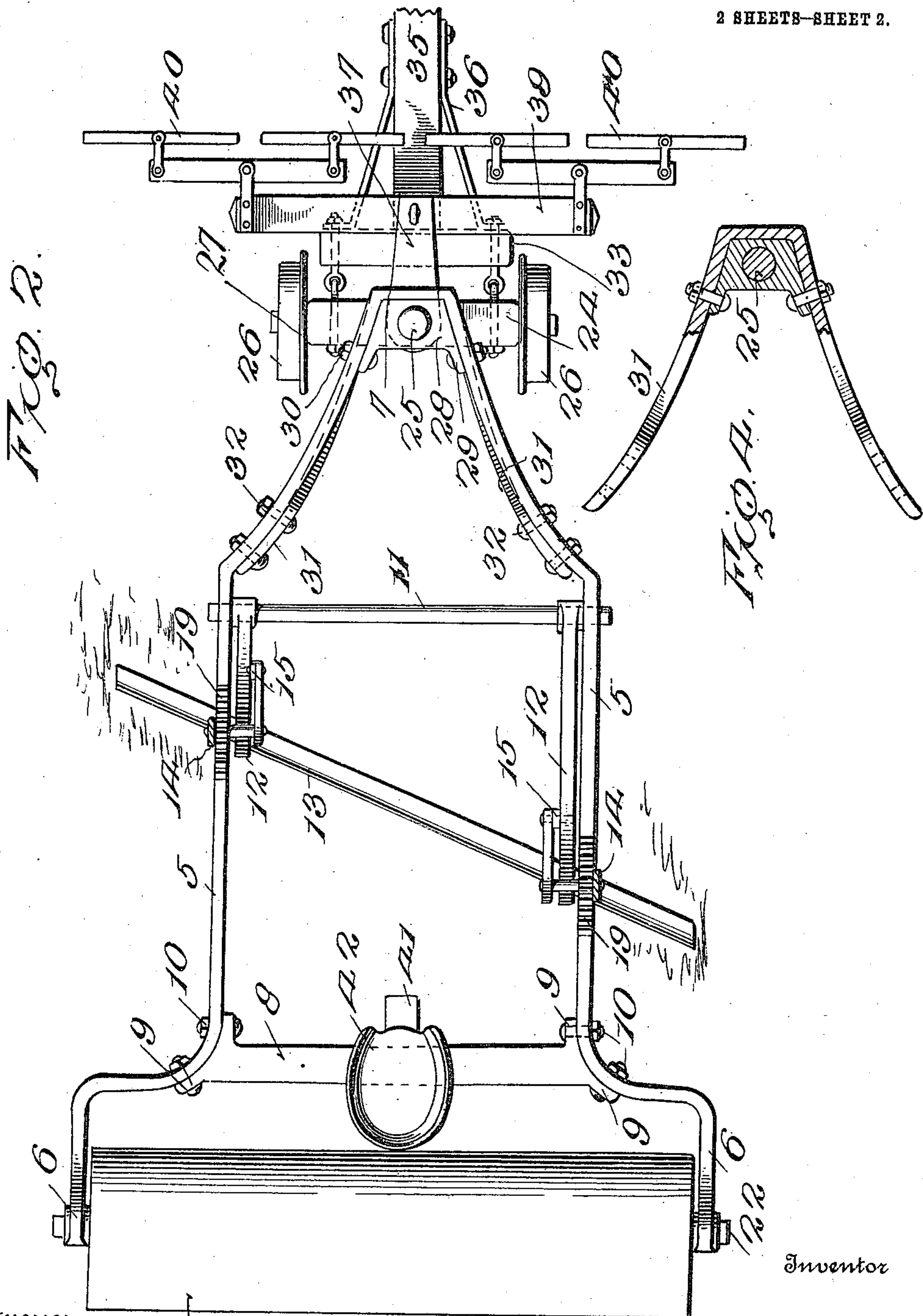
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2 SHEETS-SHEET 2.



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UNITED STATES PATENT OFFICE.

WALTER K. STEBBINS, OF FAIRMOUNT, NORTH DAKOTA.

ROAD-MACHINE.

975,580.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, WALTER K. STEBBINS, citizen of the United States, residing at Fairmount, in the county of Richland and State of North Dakota, have invented certain new and useful Improvements in Road-Machines, of which the following is a specification.

This invention relates to road machines and has for its object the provision of a strong, durable and thoroughly efficient machine of this character, for leveling and rolling the surface of roads and the like.

A further object is to provide a road machine including a supporting frame having a scraping blade mounted thereon and provided with a roller for packing the surface material after the latter has been leveled by the scraping blade.

A further object is to provide a road machine having a pivoted forward truck, the wheels of which are provided with flanges which bite into the ground and serve to prevent lateral slipping of the machine as the latter travels over the surface of a road.

A still further object of the invention is generally to improve this class of machines so as to increase their utility, durability and efficiency.

Further objects and advantages will appear in the following description, it being understood that various changes in form, proportions and minor details of construction may be resorted to within the scope of the appended claims.

For a full understanding of the invention and the merits thereof and also to acquire a knowledge of the details of construction and the means for effecting the result, reference is to be had to the following description and accompanying drawings, in which:

Figure 1 is a side elevation of a road machine constructed in accordance with my invention; Fig. 2 is a top plan view of the same; Fig. 3 is a detail perspective view partly in section of the roller detached; Fig. 4 is a top plan view partly in section of the yoke of the supporting frame detached.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

The road machine forming the subject matter of the present invention comprises a supporting frame including spaced side bars 5 having their rear ends bent outwardly and

downwardly and provided with terminal bearings 6. The forward ends of the side bars 5 are disposed on converging lines and are united at their points of intersection to form a socket 7.

Interposed between the side bars 5 is a transverse brace or bar 8 having its opposite ends curved laterally to conform to the shape of the curved ends of the side bars and provided with laterally extending perforated lugs 9, there being bolts or similar fastening devices 10 extending through the perforations in the lugs and through corresponding perforations in the side bars for the purpose of rigidly securing the brace in position between said side bars. Journaled in the side bars 5 in spaced relation to the brace 8, is a transverse rock shaft 11 having laterally extending arms 12 secured thereto which serve to support a concavo-convex scraping blade 13.

Pivottally mounted on the side bars 5 adjacent the arms 12, are operating levers 14, the pivoted ends of which are connected through the medium of links 15 with the arms 12 so that by operating the levers 14, the scraping blade may be raised or lowered.

Each operating lever 14 is provided with a hand piece 16 to which is connected one end of a rod 17, the opposite end of the rod being provided with a catch 18 adapted to engage any one of a series of teeth formed in a segmental rack 19 for the purpose of holding the scraping blade in different positions of vertical adjustment.

Mounted for rotation between the rear ends of the side bars 5, is a roller 20, the latter being preferably hollow and provided with oppositely disposed heads 21 having transversely alined openings formed therein to permit the passage of a shaft 22, which shaft is journaled in the bearings 6, as shown.

The roller 20 is preferably filled with cement, sand or other material 23 in order to give the same the necessary weight to pack or press the surface material as the latter travels over a road or the like.

Pivottally mounted on the adjacent end of the supporting frame, is a truck comprising an axle 24 having a standard 25 extending from the intermediate portion thereof and provided with oppositely disposed spindles on which are journaled ground wheels 26. The wheels 26 are provided with peripheral flanges 27 which bite into the surface of the

ground and serve to prevent lateral slipping of the machine during the operation of the latter.

Seated in the socket 7 of the supporting frame, is a head block 28 having an opening formed therein to permit the passage of the king bolt or standard 25, said head block being provided with oppositely disposed lugs 29 which bear against the inner walls of the side bars 5 and to which they are rigidly secured by fastening devices 30.

Disposed beneath the socket 7, is a yoke 31 preferably formed of a single piece of metal, the intermediate portion of which surrounds the standard or king bolt 25, while the opposite ends thereof are bolted or otherwise rigidly secured to the side bars 5, as indicated at 32.

A transverse bar 33 is pivotally connected with the axle 24 and serves to support a draft tongue 35, there being inclined braces 36 disposed on opposite sides of the draft tongue and connecting the bar 33 with said draft tongue.

Extending laterally from the king bolt or standard 25 and resting on the yoke 31, is an arm 37 to which is pivotally connected at 38 a doubletree 39, there being swingletrees 40 fastened to the opposite ends of the member 39 to permit the attachment of the draft animals.

Secured to the lower face of the brace 8, is a spring arm 41, on the upper end of which is supported the seat 42 for the driver.

Thus it will be seen that as the machine travels over the surface of a road, the scraping blade 13 will cause the earth or other material to enter ruts, depressions and the like and fill the same so that the surface of the road will be effectually leveled, the roller 20 serving to press or pack the material after the latter has been leveled by the scraping blade 13.

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

1. A road machine including a supporting frame having spaced side bars, the forward ends of which are united and the rear ends thereof curved outwardly and downwardly and provided with terminal bearings, a brace interposed between the side bars and provided with oppositely disposed laterally extending attaching lugs for engagement with the inner faces of the side bars, a roller mounted for rotation between the side bars at the rear end of the supporting frame, a scraping blade depending from said supporting frame, and a truck for supporting the forward end of said frame.

2. A road machine including a supporting frame having spaced side bars, the forward ends of which are united to form a socket, a scraping blade depending from the supporting frame, a yoke secured to the supporting frame at the front end thereof and spaced from the socket, an axle having ground wheels and provided with a standard extending through the yoke and socket, respectively, a draft tongue operatively connected with the axle, and an arm supported by the yoke and provided with means for attachment to a draft animal.

3. A road machine including a supporting frame having spaced side bars, the forward ends of which are disposed on converging lines to form a socket, a scraping blade depending from the supporting frame, a head block seated in the socket, a yoke secured to the side bars at the converging ends thereof and spaced vertically from the socket, a truck having a standard secured thereto and extending through the yoke and head block, respectively, and means carried by the truck for attachment to a draft animal.

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

WALTER K. STEBBINS. [L. s.]

Witnesses:

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