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1,440,717.

B. E. BLOUNT.
DIRT ROAD DRAG.
FILED JAN. 10, 1921.

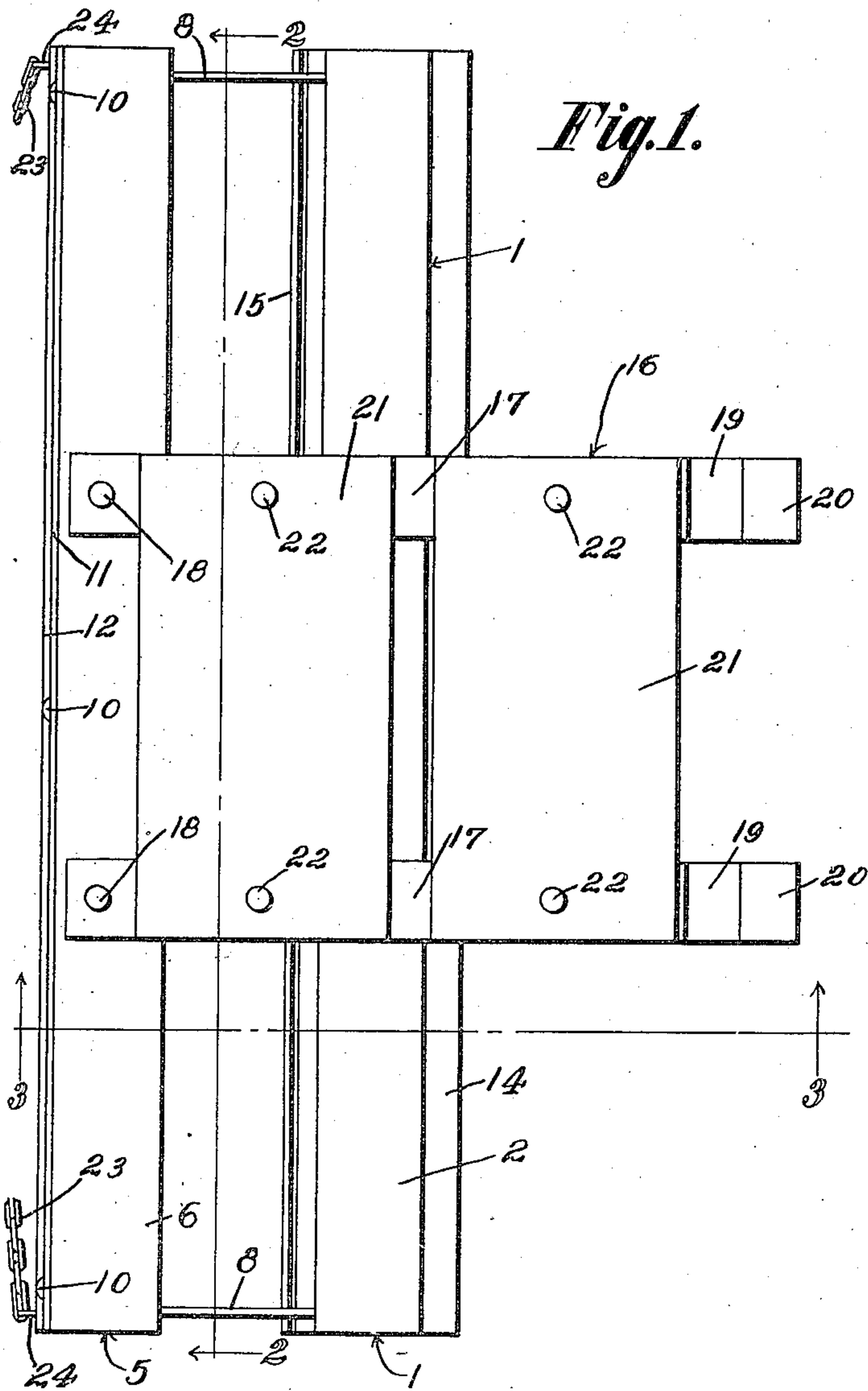


Fig. 1.

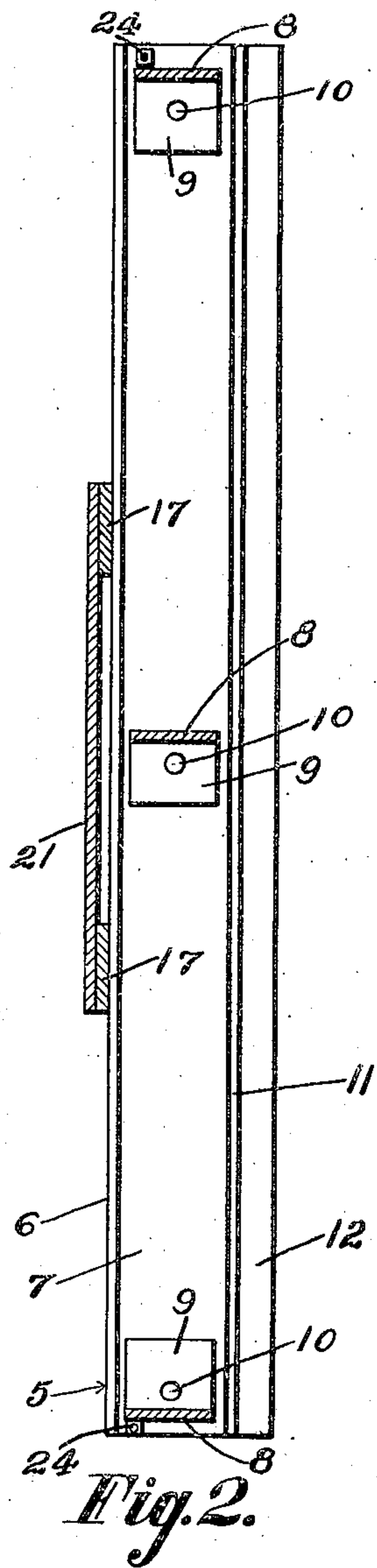


Fig. 2.

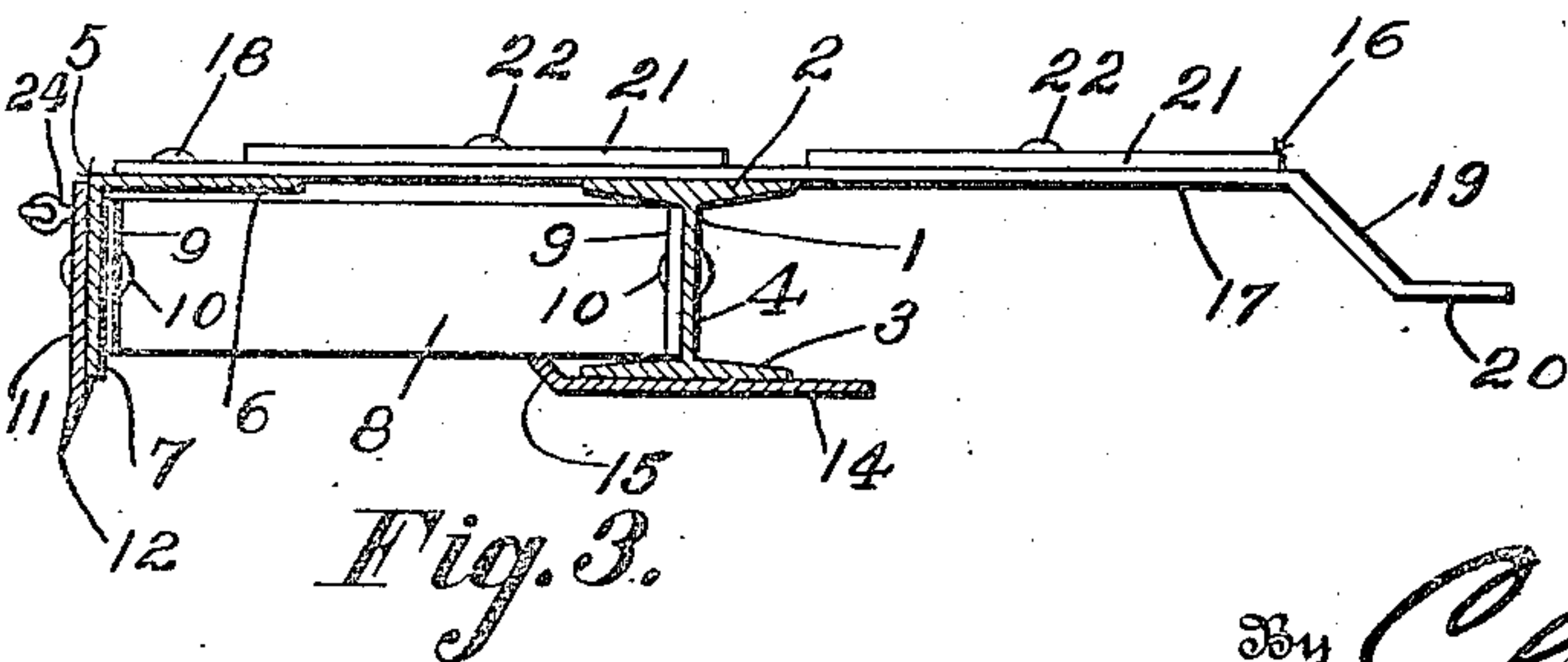


Fig. 3.

Inventor

B. E. Blount.

Cañon & Co.
Attorneys

UNITED STATES PATENT OFFICE.

BLANTON E. BLOUNT, OF PALESTINE, TEXAS.

DIRT-ROAD DRAG.

Application filed January 10, 1921. Serial No. 436,212.

To all whom it may concern:

Be it known that I, BLANTON E. BLOUNT, a citizen of the United States, residing at Palestine, in the county of Anderson and State of Texas, have invented a new and useful Dirt-Road Drag, of which the following is a specification.

This invention aims to provide a strong but simple drag which may be made readily out of stock materials, the construction being such that the drag may be tilted by the weight of an operator, thereby to regulate the amount which the scraper element of the drag penetrates the soil, the construction being such that the dirt will be loosened by the scraper, and subsequently be pressed down by the action of a smoother.

It is within the province of the disclosure to improve generally and to enhance the utility of devices of that type to which the invention appertains.

In the drawings:—Figure 1 is a plan; Figure 2 is a section on the line 2—2 of Figure 1; Figure 3 is a section on the line 3—3 of Figure 1.

The drag embodies a rear I-beam 1 including a top flange 2, a bottom flange 3, and a web 4 connecting the flanges. The front beam 5 is in the form of an angle member including a horizontal, rearwardly extended top flange 6 and a depending, front flange 7. Rigid ties 8 are provided, the same having transverse arms 9 attached by securing devices 10 to the web 4 of the rear beam 1 and to the depending flange 7 of the front beam 5.

A scraper 11 is held by the securing devices 10 on the forward surface of the flange 7 and includes a forwardly inclined wing 12 below the lower edge of the flange 7. A smoother 14 is secured to the bottom flange 3 of the rear beam 1 and is provided at its forward edge with an upwardly inclined deflecting lip 15, bearing against and sustained by the ties 8, as shown in Figure 3. The wing 12 of the scraper 11 extends below the plane in which the smoother 14 is located.

The numeral 16 denotes a platform, which is a composite structure. The platform comprises parallel bars 17 secured to

the flange 6 of the front beam 5, as shown at 18, the bars being attached in a similar way to the top flange 2 of the rear beam 1. At their rear ends, the bars 17 have downwardly inclined extensions 19 carrying rearwardly projecting shoes 20 disposed between the planes in which the flanges 2 and 3 of the rear beam 1 are located. Plates 21 are attached by securing members 22 to the bars 17.

A draft means 23 of any desired kind is attached by connections 24 to the front flange 7 of the front beam 5.

In practical operation, loose stones will be caught by the scraper 11 and will gradually work off to one side or the other of the road. The dirt will be loosened by the scraper 11, and will be compacted by the smoother 14, the lip 15 serving to deflect the dirt under the smoother. The operator may step forwardly or backwardly on the platform 16, thereby balancing the drag on the smoother 14, and raising or lowering the wing 12 of the scraper 11, thereby adjusting the amount which the scraper penetrates the soil, and regulating, also, the amount of dirt which, having been loosened, is permitted to pass rearwardly to the smoother 14. In case the drag should be overbalanced to a considerable extent, when the operator steps rearwardly on the platform 16, the shoes 20 will ride along the ground.

I claim:—

A road drag comprising a rear I-beam including a top flange, a bottom flange and a web connecting the flanges; a front beam in the form of an angle member embodying a horizontal, rearwardly extended top flange and a depending front flange; rigid ties having transverse arms cooperating with the web of the rear beam and with the depending flange of the front beam; a scraper cooperating with the forward surface of the depending flange of the front beam; securing devices connecting certain of the arms of the ties with the web of the rear beam; securing devices connecting the other arms of the ties, and the scraper, with the depending flange of the front beam; a smoother secured to the bottom flange of the rear beam; and a platform embodying bars connected to the top flange of the front

beam and to the top flange of the rear beam,
the bars being provided at their rear ends
with downwardly inclined extensions hav-
ing rearwardly extended shoes disposed be-
5 tween the planes in which the top and bot-
tom flanges of the front and rear beams are
located.

In testimony that I claim the foregoing as
my own, I have hereto affixed my signature
in the presence of two witnesses.

BLANTON E. BLOUNT.

Witnesses:

J. E. ANGLE,

N. C. WOOLVERTON.