

P. SCHNEIDER, Sr.  
ROAD-SCRAPER.

No. 189,324.

Patented April 10, 1877.

Fig. 1.

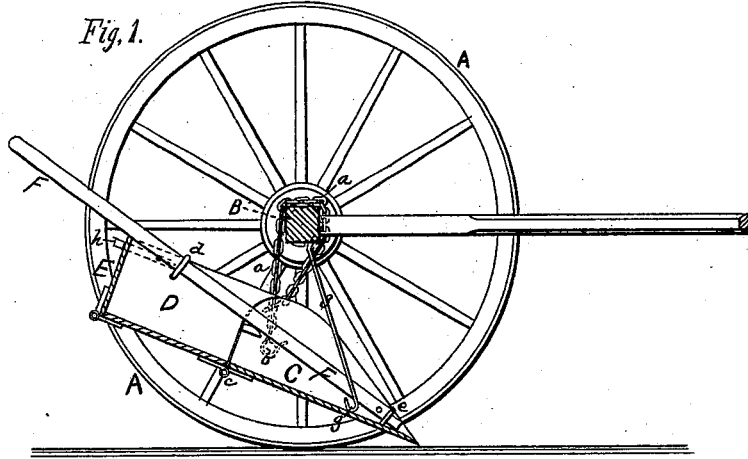


Fig. 2.

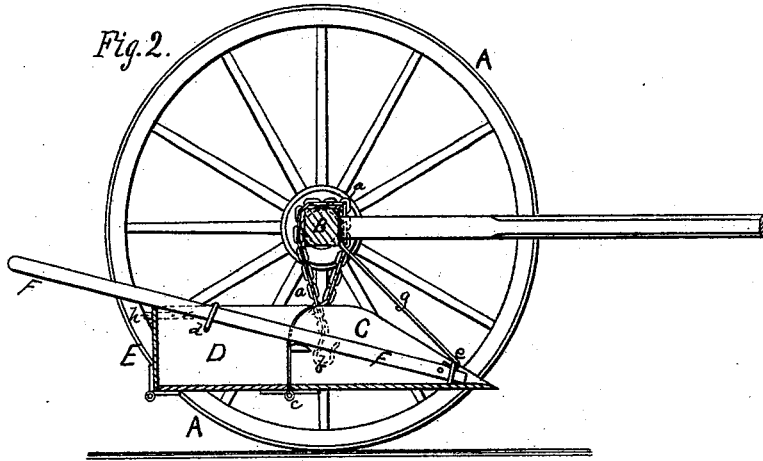
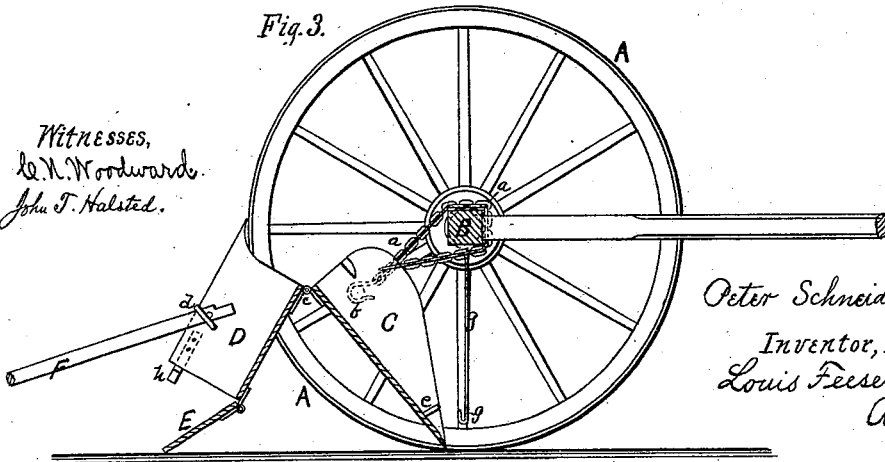


Fig. 3.

Witnesses,  
R. N. Woodward.  
John T. Halsted.



Peter Schneider, Sr.  
Inventor, By  
Louis Feiser & Co  
Atty's.

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Fig. 4.

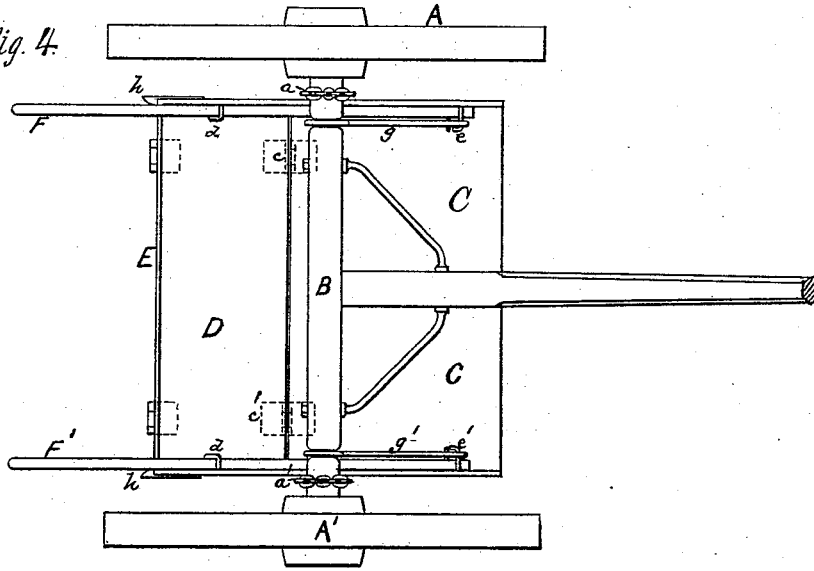
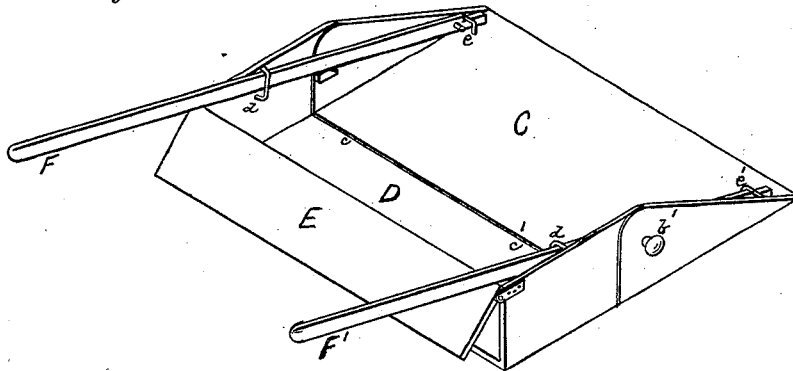


Fig. 5.



Witnesses.  
L. N. Woodward  
John T. Halsted.

Peter Schneider, Sr.  
Inventor, By  
Louis Feiser, & Co.  
Attys.

# UNITED STATES PATENT OFFICE.

PETER SCHNEIDER, SR., OF WHITE BEAR, MINNESOTA.

## IMPROVEMENT IN ROAD-SCRAPERS.

Specification forming part of Letters Patent No. **189,324**, dated April 10, 1877; application filed February 17, 1877.

*To all whom it may concern:*

Be it known that I, PETER SCHNEIDER, Sr., of White Bear, in the county of Ramsey and State of Minnesota, have invented certain new and useful Improvements in Road-Scrapers, &c., which improvement is fully set forth in the accompanying specification and drawings, in which—

Figure 1 is a side elevation, showing the scraper in position for being filled. Fig. 2 is a similar view, showing the scraper elevated for carrying the load after being filled. Fig. 3 is a similar view, showing the method of discharging the load; Fig. 4, a plan view of the whole device, and Fig. 5 a perspective view of the scraper detached.

This invention relates to road-scrappers, &c., and consists in forming the same in two parts, hinged together in such a manner as to enable the load to be easily discharged.

The invention further consists in the manner of suspending the scraper beneath the axle of a pair of wheels, so that the load may be carried to any distance to be discharged, and in the general construction of the whole device.

A A' are a pair of wheels, and B an axle connecting them together. Suspended to this axle, by chains *a a'* and trunnions *b b'*, is a scraper formed of two parts; C D, which are hinged together at *c c'*, and having a hinged back, E. F F' are two handles, which pass through loops or staples *d e* on the sides of the two parts of the scraper, and serve the double purpose of handles for guiding and holding the scraper, and as locking-bars for securing the two parts C D together. *g g'* are two hooks or rods, which will be hooked into the loops *e*, or their equivalents, (see Fig. 2,) for holding the front end of the scraper up when filled, and thus enable the load to be carried to any point desired to be discharged.

Similar hooks may also be attached to hold the rear end up, if desired; but in ordinary work this will not be necessary.

The operation is as follows: The apparatus being placed in the position shown in Fig. 1, and being pulled forward until the scraper is filled, the motion is stopped, and the wheels

run back until the rods *g g'* may be hooked into the loops *e e'*, which will be made large enough for both the handles and hooks. When the team is again started forward the front end will be held up, thus enabling the load to be carried to any point desired to be discharged.

To discharge the load it is only necessary to pull back the handles F until they are released from the loops *e e'*, throw the hooks *g* out of the loops, and unclasp the catches *h*, which hold the back E, when the two parts C D will open at the hinges *c c'*, and the whole assume the position shown in Fig. 3, thus discharging the contents of the scraper. Then, by raising up the handles F, and replacing them in the loops *e*, and closing the back E, the apparatus is again ready for work.

I do not wish to confine myself to the exact form of scraper shown, as I am aware that it can be varied in many ways.

In Fig. 5 the back E is shown hinged at the top, instead of at the bottom, as in the other views, as in some cases this may be desirable.

The chains *a* will be made adjustable, so as to regulate the depth of the cut of the scrapers.

The method of locking the sides together, with the handles F, may be varied as experiment and circumstances may suggest.

What I claim as new, and desire to secure by Letters Patent, is—

1. The scraper formed in two sections, C D, connected by hinges *c c'* at the bottom, when supported from the axle B by adjustable chains *a a'*, and trunnions *b b'* on the forward section, arranged and operating substantially as hereinbefore set forth.

2. The combination and arrangement of the hinged body C D, hinged back E, locking-bars F, adjustable chains *a a'*, axle B, and supporting hooks or rods *g g'*, arranged and operating as hereinbefore explained.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

PETER SCHNEIDER, SR.

Witnesses:

C. N. WOODWARD,  
JOHN T. HALSTED.