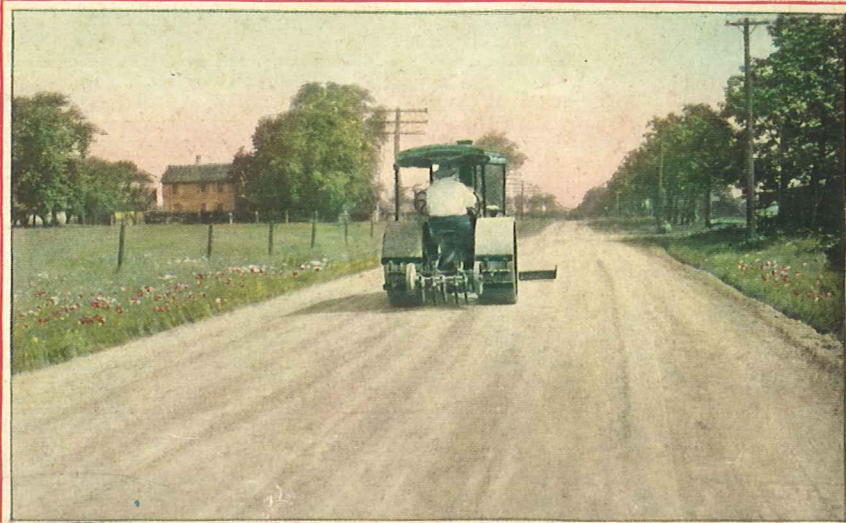


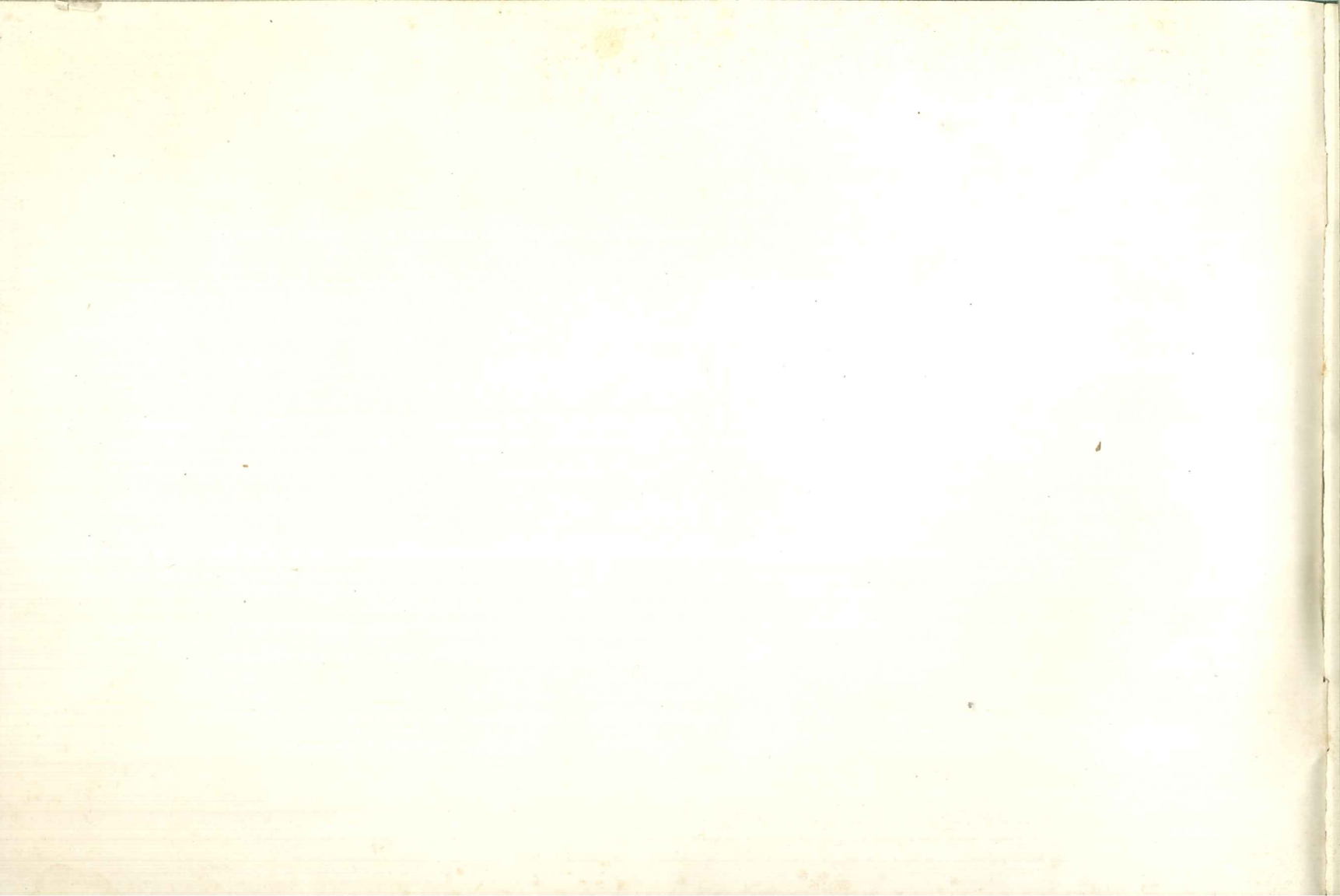
The AUSTIN PUP

Road Maintainer and Roller

For dirt, gravel and
stone roads



What other one-man machine
could do this at all?
What other road outfit at five times
the cost could do it any better?



The AUSTIN PUP

ROAD MAINTAINER *and* ROLLER



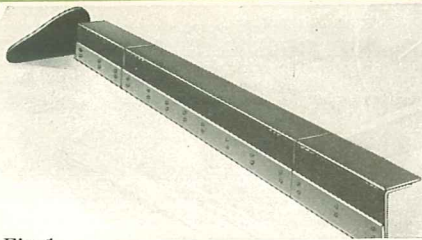


Fig. 1

The · ADJUSTABLE
BLADE
AN · EXCLUSIVE · AUSTIN
PUP · FEATURE

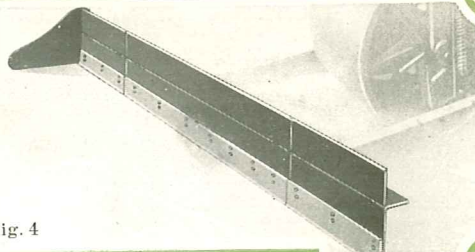


Fig. 4

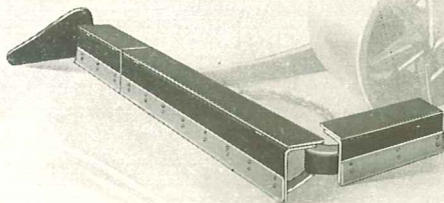


Fig. 2

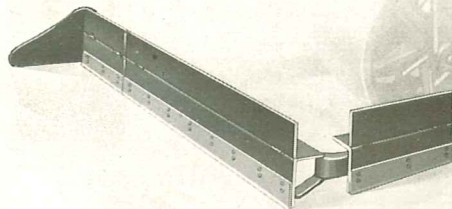


Fig. 5

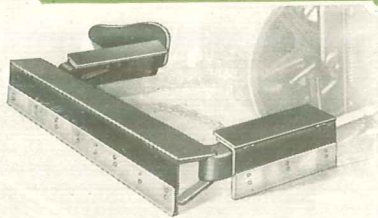


Fig. 3

The standard blade as furnished on the Austin Pup is capable of many adjustments to suit the varying character of the work.

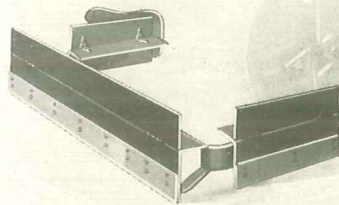


Fig. 6

It can be used in its narrow width of 6 inches, where the dirt is intended to roll over the top as in ordinary maintenance work, in lengths of 8 feet, 6½ feet and 5 feet. (See Figures 1, 2 and 3.) In this work, the top section of the blade lies back out of the way.

When wanted for moving earth, this top section of 4 inches in width is hinged forward, making a blade 10 inches in width, and 8 feet, 6½ feet or 5 feet long. (See Figures 4, 5 and 6.) These changes can be made quickly and simply, and with no loss of time.

THE
AUSTIN PUP
ROAD MAINTAINER AND ROLLER



MADE BY
AUSTIN MANUFACTURING CO.
C H I C A G O

SOLD IN U. S. A. BY
THE AUSTIN-WESTERN ROAD MACHINERY CO.
HOME OFFICE, CHICAGO.

FOREWORD

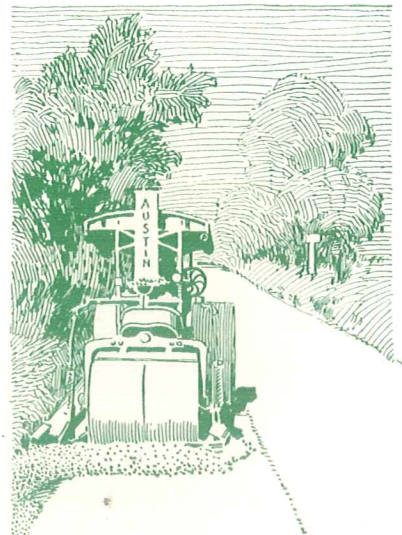
THE AUSTIN PUP, Road Maintainer and Roller, is the undoubted sensation of the road maintenance and construction fields. Exhibited for the first time at the 1923 Chicago Good Roads Show, where it attracted far more than its proportionate share of attention, it has proved itself to be the most valuable piece of all-around road machinery that has been brought into existence for many years; and has already become one of the most popular tools, not only among public officials and contractors of all classes, but with parks, cemeteries and private estates, around manufacturing plants and filling stations, and, in fact, wherever there is need for a road maintainer, or a light, handy roller.



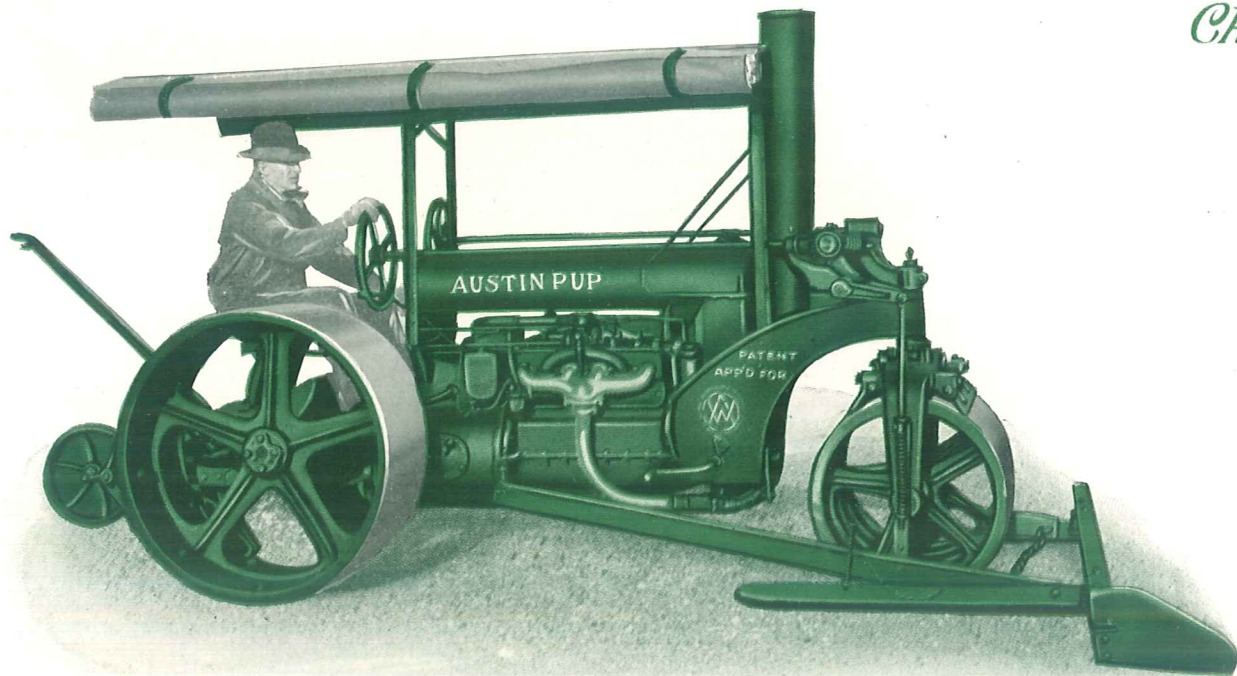
The reason for such immediate and universal popularity is apparent when the construction features of the Pup are understood. It combines characteristics never before found in a single machine, and as a consequence adapts itself to a surprisingly wide range of work, replacing cumbersome and much more costly equipment in most instances, and in all cases clearly surpassing former methods.

Scattered through this catalog will be found typical photographs of the Pup on different kinds of work, along with letters from a representative few of the many enthusiastic users who testify to the all-around efficiency of this, the latest addition to the Austin line of road making, earth handling, and street cleaning machinery.

AUSTIN·MANUFACTURING·CO



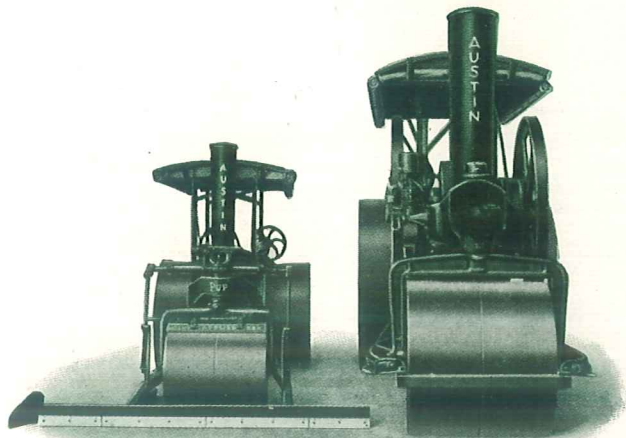
Austin Manufacturing Co.
Chicago



The Austin Pup, Road Maintainer and Roller, complete with blade and scarifier. Showing also the method of cranking.

WHAT · IS · THE · AUSTIN · PUP ?

THE AUSTIN PUP is primarily a road maintainer for keeping gravel or earth roads in good condition; but at the same time is a three-wheeled power roller of sturdy design and ample power, its normal weight being three tons, which can be increased



The Pup beside a 10-ton Austin Motor Roller.

to three and one-half or four tons. In addition to its use as a road maintainer and roller, it has so many subsidiary uses such as:

Leveling and rolling the subgrade for concrete and other kinds of pavements and alleys—

Rolling all sorts of roads and paths where no leveling is necessary, as in parks and cemeteries, and around manufacturing plants and filling stations—

Rolling the fine stone that is so often dumped upon old roads and left for traffic to compact or scatter as it will—

Rolling surface stone into bituminous macadam roads—

Rolling patches in pavements instead of the customary tamping—

Preparing hard roads for re-surfacing—

Pulling a plow, scraper or light grader and acting as a general purpose little tractor around any road job—

And many other worth-while uses.

That, as one prominent contractor puts it, "In the diversity of uses to which it can be put it exceeds any piece of contractors' machinery our roller man has ever seen."

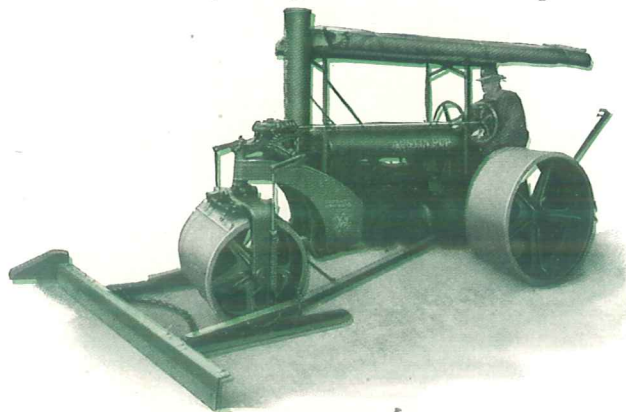
AUSTIN · PUP · EQUIPMENT

STANDARD equipment on the Austin Pup includes the maintainer but not the scarifier attachment, which is only furnished on special orders. In its lightest form, with the maintainer attached, the Pup weighs three tons. It can be furnished, if desired, a full three tons in weight without the maintainer by providing the rear wheels with sufficient increased weight to compensate for the lost weight of the maintainer. It has been found, however, that the maintainer is almost always wanted, as it is such a valuable addition that it is hard to see why anyone should want the roller without it. Then, too, there is hardly any difference in cost for the reason that the weight saved by removing the maintainer, which is practically all rolled steel, must be replaced by an equivalent amount of grey iron casting costing more than twice as much per pound as the rolled steel.

If a heavier machine than a three-ton is wanted we can furnish the additional weight in amounts from one-half ton to one ton in the form of weights easily attachable to the rear rolls. These extra weights can be obtained with the roller when purchased, or later on if found to be needed.

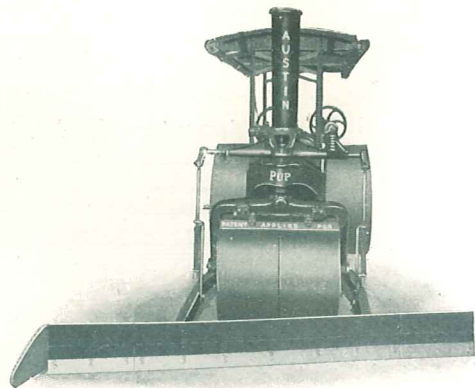
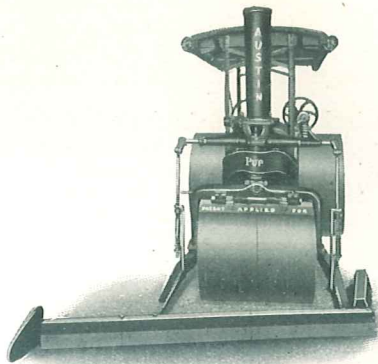
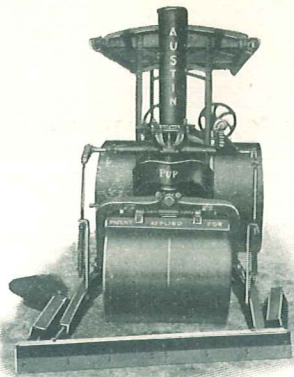
Owing to the fact that the increase in weight from three up to four tons is all obtained by additions to the rear rolls, a lineal inch pressure on these rear rolls is

obtained that is the equivalent of that provided by Tandem rollers of much greater total weight. In the table of specifications on page 11 the lineal inch pressure of the roller at different weights is given, and it will be seen that this pressure on a four-ton Austin Pup is about the equivalent of that on a five-ton Tandem rear roll. Rolling pressure is thus provided by the Pup at about half the initial cost of a standard Tandem roller, and at a very economical operating and maintenance expense.



The normal angle of the blade across the runners.

The Austin Pup



Three of the many possible adjustments of the front blade that help to make the Pup the most efficient of all road maintainers.

THE PUP AS A ROAD MAINTAINER

THE majority of earth, gravel, and stone roads have been graded, so efficient maintenance is all that is needed to insure good traffic conditions. The reason why the Austin Pup excels all other devices intended to accomplish this result is that, although a small, one-man machine, it has the weight of a roller on top of its adjustable blade, and the power incorporated in the weight to make it do the hardest of jobs.

The ordinary patrol grader needs an operator and team, and because of its lightness, can do but the easiest sorts of work, while the same man on a Pup controls a

blade capable of various adjustments that will scrape, level, and even grade in the hardest packed gravel or clay, which the grader could not touch. This, in fact, is one of the Pup's most striking characteristics. With its 5-foot blade it can do work on about as hard a road as can a big powerful grader pulled by a heavy tractor; and then when the work eases up, the Pup can extend its blade to 6½ or 8 feet and enlarge its operations accordingly. Small graders are neither strong enough to do hard jobs, nor capable of being held to them, while the operator of the Pup, with its three to four tons of

weight, can increase or decrease the pressure on the blade at will, holding the machine to almost any job and doing it successfully because the required strength and power are there. If the Pup bites off more than it can chew at any time on an extra tough job, it simply shortens its blade until it gets a bite it can get away with.

The blades on other maintainers rise and fall with the changing contour of the road, deepening the hollows and riding up over the hummocks, while the long runners of the Austin Pup give the blade a smooth, even action so that the hard, high spots are cut off, the hollows filled and the surface rolled, all in a single operation. The blade is customarily set at the angle shown in the photograph on page 5 to increase its cutting power and move some dirt sideways, but this angle can be increased or decreased or even entirely reversed.

IN · ADDITION · TO · ALL · THIS

The Austin Pup is a ROLLER—a real roller that leaves its work packed and rolled into the smooth, permanent shape that can only be secured when other maintainers are used, no matter how big or powerful they may be, by a separate rolling with a separate roller. The great genius of the Pup lies in the fact that its tractor is a roller as well, which while giving force to the blade is rolling at the same time—something no other machine has ever done. In the case of all other machines pulled by tractors, the tractor injures the road bed, but

is a necessary evil; while the Pup helps the road bed, for every road after being graded and leveled is all the better for being rolled.

This is what the Pup alone can do. With other outfits, even when a tractor is used to pull a light grader, the grader does not benefit from the weight of the tractor, and slides away from its work when it becomes the least bit hard; while in the Pup the grader and tractor are one, and the weight and power of the tractor on the blade cause it to carry through where a light grader would slide off. This one-man machine will consequently do work that only big outfits, costing five times as much to buy and five times as much to operate, can do. Of course, the claim is not made that the Pup will do as much of this extra hard work at one round as a 12-foot grader will do. The point is that, unlike all other maintenance devices, the Pup will do work of the same character; while, as stated before, when its job is done, every foot of the road is not only smoothed but compacted and rolled as well, which is not the case with any other single tool, no matter how big or expensive.

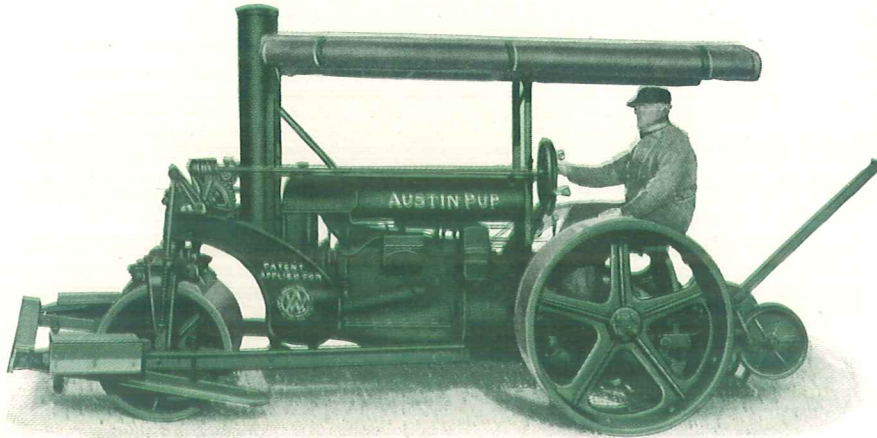
With an Austin Pup at hand there is no reason why earth, gravel or stone roads should ever get into such bad condition that they need expensive repairing. A great little machine is the Austin Pup, and in every locality more and better work can be done with it for less money than with any other device yet invented.

THE PUP AS A HANDY ROLLER

THE AUSTIN PUP is the first three-wheeled power roller weighing less than seven tons that we have ever seen or heard of. As a roller it was brought into existence by the specifications for concrete roads built under the direction of the Illinois State Highway Department, which call for a three-ton power machine. Heretofore, there has been nothing of such light weight obtainable except the old style three-ton tandem type of roller, which could only be used in a

limited way and cost nearly as much as a full sized one. Concrete road contractors have found the Pup to be unequalled for preparing the subgrade by bringing it to a true surface and saving the unnecessary outlay of concrete that would otherwise go to fill the depressions made by the wheels of trucks, and other irregularities. Parks, cemeteries and large estates find the Pup a very handy machine for rolling drives and walks, especially those that are too winding or narrow to accommodate a standard roller, and there are also many places such as around factories and gasoline filling stations, where traffic is constantly cutting up the road surfaces, and the Pup is ideal for keeping them smooth and firm.

The Pup can also be used as a tractor, as it has ample power to pull a scraper, plow or small road machine, and by the use of the spuds that are provided for the rear wheels to increase traction, will handle the subgraders used on concrete road work satisfactorily. In fact, the Pup will do anything and everything that a small tractor will do, in addition to being a very practical and complete road roller, which no tractor is.



While rolling, both blade and scarifier are raised off the ground.

THE · SCARIFIER · ATTACHMENT

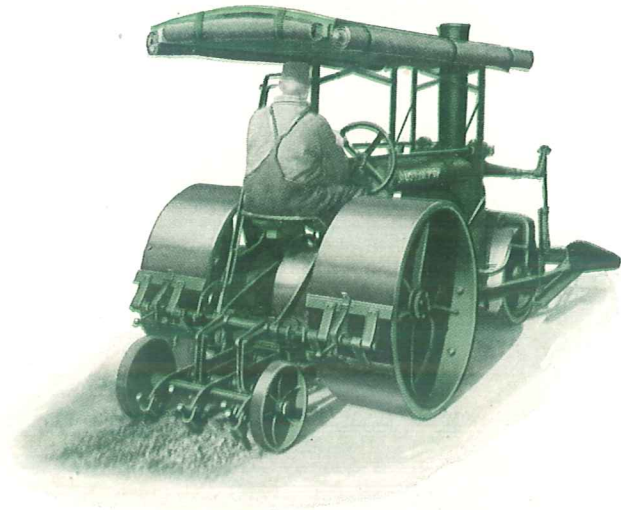
THIS attachment is only furnished on special orders, but will be found to have many uses. The common trouble with gravel roads is the wearing of deep ruts, the material squeezed out from which becomes very hard in dry weather. The ordinary maintainer is useless on such roads; ordinarily, the Pup with five-foot blade will do the job, but when the material is still too hard, the scarifier will so loosen the surface as to make it easy for the blade and roller to do the rest. Stone or gravel is frequently dumped upon old roads. While the Pup used as a roller helps greatly in such cases, it is better first to scarify the old surface, which provides a better bond between old and new material, and leaves a finished job after rolling, obtainable in no other way.

STONE · ROAD · MAINTENANCE

The reason why the Austin Pup is offered for stone roads as well as gravel and dirt, is because its work is that of a maintainer, not a builder. The claim is not made that the Pup will build or rebuild stone roads, but it will furnish the necessary maintaining at the right time to keep a stone road from needing rebuilding.

Stone roads break up by the formation of ruts, generally beginning in soft weather, from which point they gradually crumble away. The Pup will put back the material that is forced out of these ruts and roll it in

place, making the road practically as good as new; or when the road is soft and badly rutted, the scarifier will obliterate the ruts and the roller will restore the road to its original condition.



The scarifier does beautiful work.

PRICE·AND·SERVICE

TWO·MOST·ATTRACTIVE·FEATURES

AMONG the most attractive features of the Austin Pup are its low first cost and running expense. The cost to build a highly developed article like a gasoline road roller is largely in the labor and machine expense, the value of the material used being the smallest item. There is very nearly as much labor and machine expense involved in making a small roller as a large one, so for us to build a complete three-ton roller in our own shops as we build our other rollers by the hundreds, would cost nearly as much as it costs to build a large one. By taking advantage of Ford's costs, however, which are below anything known in the world, because he builds his goods by the hundreds of thou-

sands, we have combined the essential features of a Fordson tractor to furnish the motive power, with the remaining features of the Austin gas roller and are thus able to sell the Austin Pup at a price far below what would otherwise be possible.

An arrangement has also been made whereby the Ford Motor Company of Detroit pays the local Ford dealer in the territory where a Pup is delivered, a commission on the Fordson part of the outfit, so the Pup owner receives dealer service and prompt deliveries of Fordson parts from the Ford dealer in addition to the service maintained by our numerous warehouses and service stations.

THE · AUSTIN · PUP · General Specifications

Total length, with planing blade (regular equipment)	13 ft. 3 in.
Total length, with blade and scarifier.....	14 ft. 8 in.
Total length, without either blade or scarifier.....	12 ft. 6 in.
Total width, with blade wings folded.....	5 ft. 0 in.
Total height, over stack.....	7 ft. 1 in.
Wheel base	8 ft. 0 in.
Width of rear rolls.....	18 in.
Diameter of rear rolls.....	42 in.
Width of front rolls.....	15½ in.
Diameter of front rolls.....	28 in.
Total weight, 3-ton model.....	6000 lbs.
Weight on rear rolls.....	4120 lbs.
Weight on front rolls.....	1880 lbs.
Compression of rear rolls, per lineal inch.....	114.4 lbs.
Compression of front rolls, per lineal inch.....	60.66 lbs.
Weight on rear rolls, 3½-ton model.....	5120 lbs.
Compression of rear rolls, 3½-ton model.....	142.2 lbs.
Weight on rear rolls, 4-ton model.....	6120 lbs.
Compression of rear rolls, 4-ton model.....	170 lbs.
Rolling width.....	5 ft. 0 in.
Rolling lap on each side of front rolls.....	3½ in.
Front and rear rolls—cast iron.	
Front fork, front saddle and king post—cast steel.	
Rear axle—Standard Fordson.	

SPECIFICATIONS · FOR · PLANING · BLADE

Width, with wings folded.....	5 ft. 0 in.
Width, with both wings extended.....	8 ft. 0 in.
Ground clearance when raised.....	12 in.
Length of runners.....	4 ft. 0 in.
Diameter of drag chain.....	½ in.

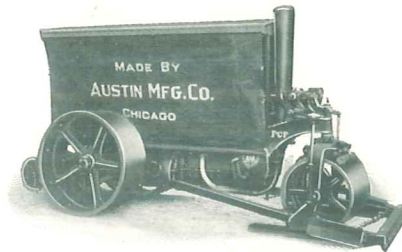
SPECIFICATIONS · FOR · SCARIFIER · ATTACHMENT

Diameter of wheels.....	15 in.
Number of tynes.....	5
Distance between tynes.....	6½ in.
Width of cut.....	20 in.
Diameter of tynes.....	1¼ in.
Ground clearance, when raised.....	8½ in.
Vertical adjustment of tynes.....	5 in.

TRAVELING · SPEEDS

Low	1.48 M.P.H.
High (Fordson intermediate).....	2.73 M.P.H.
(The high speed on the Fordson tractor has been blocked out as too fast for the operation of a roller. The two lower speeds are just right.)	
Reverse	2.61 M.P.H.

A special foot brake is provided to be used primarily when changing gears on hills.

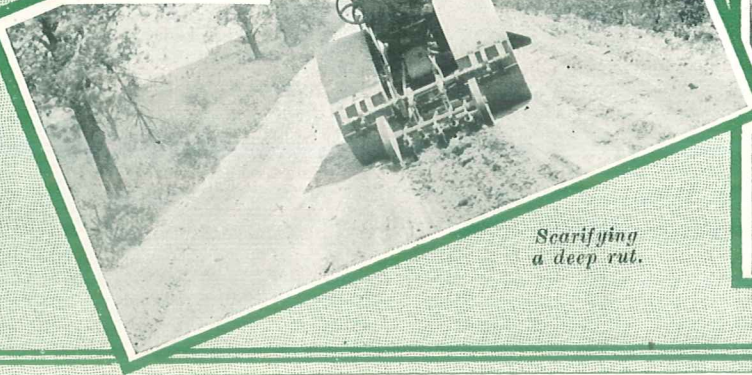


Ready for the night.

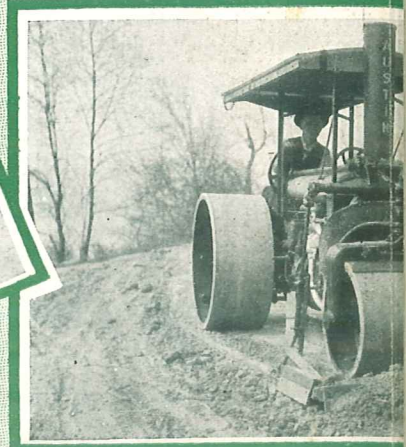
All in the Pup



Widening a narrow road.



Scarifying a deep rut.



Planing a hard, rutted road.

Day's Work

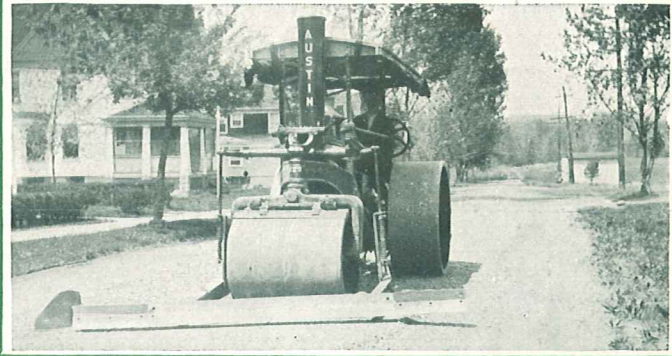
At a short time until the Pup is the best
roller in America.
From the sale of the first Pup, we shipped



Rolling, mountain road.



Rolling
subgrade.



Rolling crushed stone.

MAINTAINING · COUNTRY · ROADS WITH · AN · AUSTIN · PUP

THE photographs on the opposite page show how the Pup will take an old, hard, rutted earth road, and not only restore its original smoothness, but actually leave it in better shape than it ever was before, because it is now rolled as well as leveled. Let us hear from Oklahoma on this subject:

OFFICE OF COUNTY CLERK
CADDO COUNTY
Russell Glass
ANADARKO, OKLAHOMA

March 28, 1923.

The Austin-Western Road Machinery Co.,
Chicago, Ill.

Gentlemen:

In regard to the two Austin Pups we bought from your representative, Mr. Ansberry.

We have demonstrated these machines thoroughly, both on dirt road and gravel, also in subgrade work. For subgrade work the Pup is a knockout; with the aid of maintaining blade and scarifier it is possible to reach an accurate grade at a very small expense. These machines can be operated an eight-hour day with seven gallons of gas and one quart of oil consumption. For dirt road maintenance the Pup is in a class by itself. It is possible to maintain five miles of road a day.

A road maintained by the Pup will withstand twice the heavy traffic of a road maintained with a blade or drag machine.

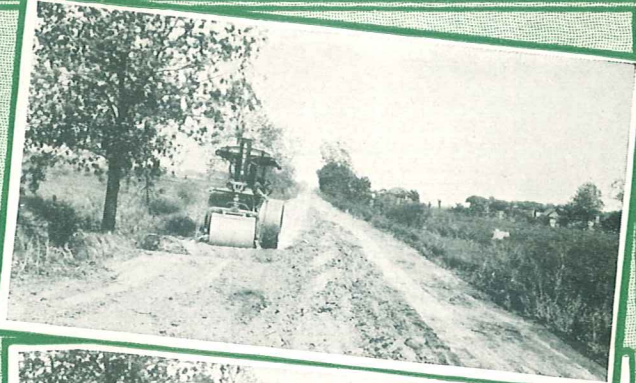
We are graveling our roads with what is known as granite gravel. Before we got these machines we had a great deal of trouble getting our road smooth. It was impossible to keep ruts and waves out, had men continually working maintaining these roads. This was due to not having our subgrade packed and not being able to get the gravel packed evenly; since getting these Pups we have been able to get our roads in fifty per cent better condition and have been able to cut our maintaining expense at least fifteen per cent.

We would be glad to demonstrate these machines at any time to prospective buyers. Every County Commissioner should see these machines perform and then would be able to get some idea of what they will really do as maintenance machines.

(Signed): JOHN T. BLACKMORE,
Commissioner, District 2.

W. E. SMITH,
Commissioner, District 3.

Austin Manufacturing Co.
Chicago



Four scenes during the changing of a rutted earth road into a beautiful highway.

The Austin Pup



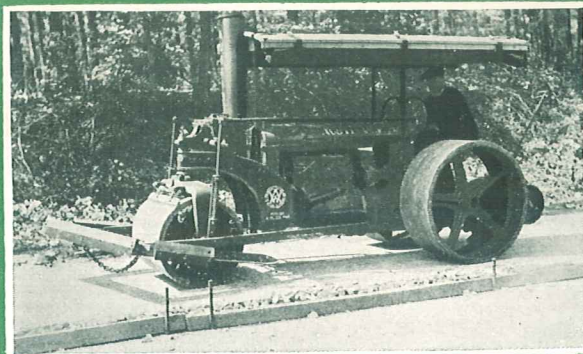
A more severe test of the Pup's strength and efficiency than this rocky West Virginia mountain road would be difficult to imagine.

ROUGH · ROADS · HOLD · NO · TERRORS · FOR · THE · PUP

AS WAS mentioned on page 6, one of the characteristics of the Pup that lift it clear out of the class of purely maintenance devices is that it has the weight, strength and power to tackle the hardest jobs successfully when occasion demands; as witness the accompanying photographs taken in the mountains of West Virginia. The story of this severe test of strength and endurance is best told by quoting one of the astonished spectators:

"The pictures are of the Pup working on one of the hardest propositions I think I ever saw in West Virginia. The ruts on the road were anywhere from one foot to eighteen inches in depth, but the little Pup waded right in and sure did plane the road down. One of the taxpayers, passing by while the machine was working, remarked that it was worth

more than any other road machine he ever saw on any work; that all the work they had done with the road grader this year was wasted money. Made four trips over a little more than a mile of road and reclaimed it from practically an impassable piece of road to one over which autos could drive with comfort, with about six hours' work."



Two of the many ways in which the North Carolina Highway Commission uses the Austin Pup.

THE PUP ON STATE HIGHWAY WORK

THE highway departments of several states have already adopted the Austin Pup for maintenance and other work of that nature. One department uses it for rolling stone chips into the tar covering of re-dressed macadam roads, while another finds that it answers perfectly for making repairs on bituminous concrete, and other roads of that type. The letter from the North Carolina commission reproduced herewith is typical of the results that are being obtained.

NORTH CAROLINA
STATE HIGHWAY COMMISSION
RALEIGH, N. C.

Mr. R. G. Wilfong,
Care of Bland Hotel, Raleigh, N. C.

May 1, 1923.

Dear Sir:

This is to acknowledge your letter of April 30th, and in reply I wish to state that the Austin Three-Ton Pup Roller

that we are utilizing in our experimental work is giving exceptionally good results. We are also using the Pup Roller in rolling surface stone on bituminous macadam maintenance. We find that the machine is very handy in working out many of these details.

Trusting this is the information you desire, I am,

Yours very truly,*

(Signed): CHARLES UPHAM,
State Highway Engineer.

The Austin Pups



Planing an exceedingly hard, rough subgrade.



Scarifying a ridge.



No concrete wasted here.

WITH THE CONTRACTORS

CONTRACTORS are among the largest users of the Austin Pup, finding it capable of doing so many odd jobs in addition to leveling and rolling that they can keep it busy every minute of the day, in marked contrast with standard rollers. Easy to handle, doing fine work and standing up to it, costing little to buy and next to nothing to maintain—is it any wonder that these users are strong boosters?

RITCHIE & RAMSEY
Contractors
Telephone 2540
1809 West 8th Ave.

Topeka, Kans., April 23, 1923.

The Austin-Western Road Machinery Co.,
Chicago, Illinois.

Gentlemen:

We have been using your Austin Pup Roller for a couple of weeks, and I am writing you today to assure you that the Pup has more than lived up to our fondest expectations.

Frank Bills, who has always been our roller man and who has operated about every piece of machinery that a street or road contractor could possibly use, states that the Pup, from a standpoint of economy of operation, simplicity of design and diversity of uses to which it can be put, exceeds any piece of contractor machinery he has ever seen.

You are at liberty to use this letter in any way you may see fit, and any of your customers whom you would care to

have inspect the machine in operation will be sold if they come out to our job.

With best personal wishes, we remain,

Yours very truly,

RITCHIE & RAMSEY,
(Signed): C. B. Ramsey.

Smithtown, N. Y., May 24, 1923.

Gentlemen:

The Pup is here. I unloaded it Monday afternoon and leveled and rolled a tennis court Tuesday afternoon and this morning. I never in my life saw its equal on a court and I have built many. I knew when I saw the cut of the machine it was what I had wanted for years. I believe it to be one of the finest inventions on the market today for any contractor.

Yours respectfully,

T. S. KETCHAM.

CITIES · AND · VILLAGES · NEED · THE · PUP

NO BETTER illustration can be given of the many ways in which cities and villages can use the Pup to advantage, in addition to leveling and rolling their earth and gravel streets, than by the reproduction of this letter from the "show me" state:

CITY OF JEFFERSON, MISSOURI

F. E. Ross, City Engineer

April 24, 1923.

The Austin-Western Road Machinery Co.,
Kansas City, Mo.

Gentlemen:

The "Austin Pup" three-ton roller, with the additional ton attachment purchased from you some time since by this city and received March 20, 1923, was purchased to be used for repairing and patching bituminous macadam streets.

The roller has been in use most every working day since we received it and is giving the best of satisfaction.

It has abundance of power. We have used it on grades as high as 12% and have never had to use low gear. We took the roller to the city park to roll the golf links. On the way to the park it had to climb a 20% grade on a gravel road. As the grade was so steep that the roller would spin its wheels, we put a few lugs on each wheel, put the machine in high gear and went over the top.

Before buying the roller we had all patches tamped. The tamping was the most expensive part of the repair work, wore the men out and took about three-fourths of their time. Since

we received the roller, the same crew is doing about four times as much work as before, are doing 100% better work and at a saving sufficient to more than pay for the roller this season.

Very respectfully,

(Signed): F. E. ROSS,
City Engineer.



The Pup on patchwork.

THE · PUP · ON · SNOW · REMOVAL

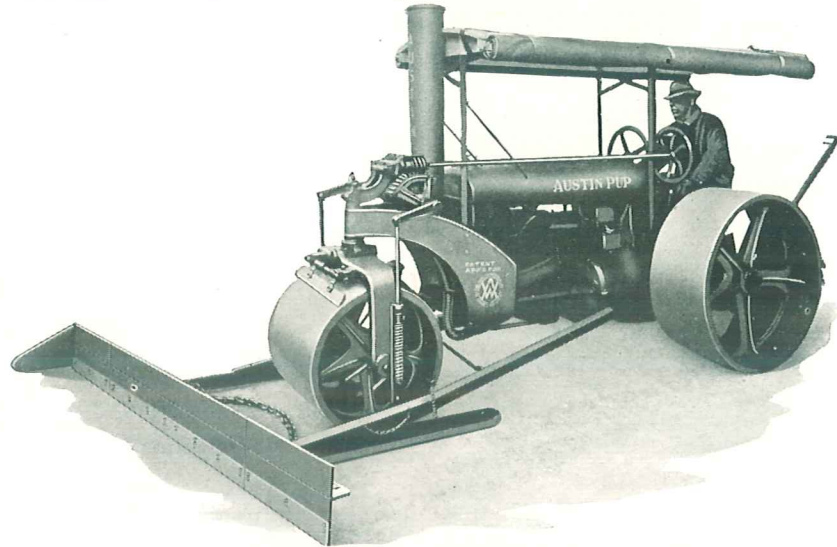
SNOW removal is a topic of constantly increasing interest and importance, as it is now common practice to clean not only the streets and sidewalks of cities and villages, but the main-traveled and even the lesser-traveled highways as well.

The Pup has many advantages as a snow remover. It is compact and easily handled; has ample power to tackle difficult work successfully, and the weight to keep it on a straight course; travels in the path already cleared, and can adjust the length of its blade from five feet to eight feet as conditions require.

Ordinarily, the full length and height of the blade would be utilized, as shown in the photograph, but both length and height can be varied to suit changing conditions—a unique Pup feature which adds greatly to its effectiveness.

The Pup has enough uses as a maintainer, roller and tractor during the remainder of the year to make it a most profitable investment for any community; indeed, that is where it makes one

of its strongest appeals to those of medium and small size; so the fact that it thus becomes an all-the-year-around machine simply has the effect of placing it still more in a class by itself.

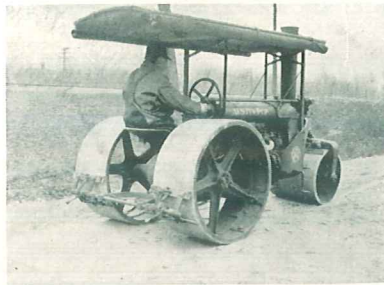


The most practical adjustment of the blade for removing snow.

The Austin Pup



The Pup handles a light grader with ease.

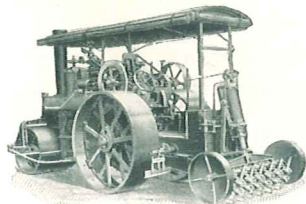


Rolling loose stone into an old road.

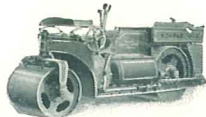
MISCELLANEOUS USES

THE AUSTIN PUP adapts itself to so many purposes in addition to those already described, and so many will immediately occur to every road official or contractor, that we are simply illustrating a couple of the more prominent of these miscellaneous uses on this page.

Enough has been shown, and to spare, to account for the truly remarkable reception accorded the Pup; and, we believe, to justify our prediction that it will shortly become one of the most, if not the most popular road tool in America.



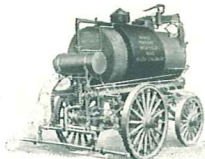
Steam Rollers



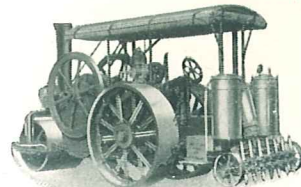
Tandem Rollers



Road Graders



Road Oilers



Motor Rollers



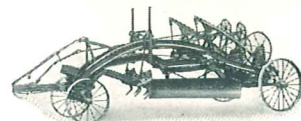
Scarifiers



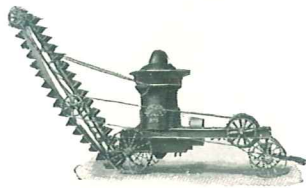
Culverts



Dump Wagons



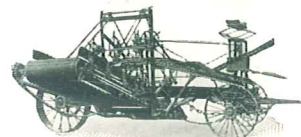
Rip-Sorters



Rock Crushers

OTHER · AUSTIN · MACHINERY

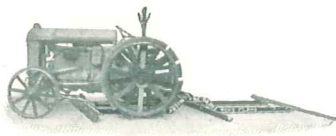
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Elevating Graders



Motor Sweepers



Road Planers



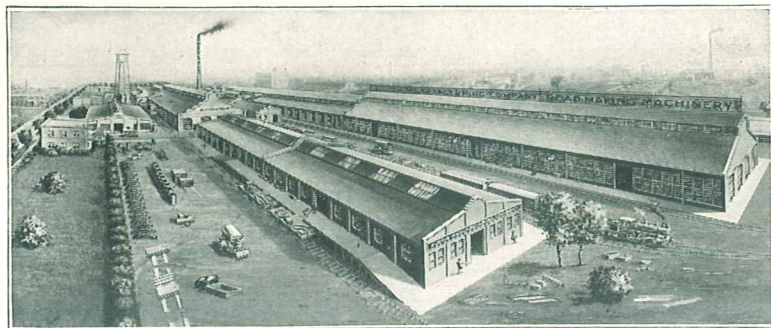
Street Sweepers



Sprinkler-Sweepers



Street Sprinklers



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AUSTIN
 Motor Rollers
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 Dump Wagons
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WESTERN
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 Dump Wagons
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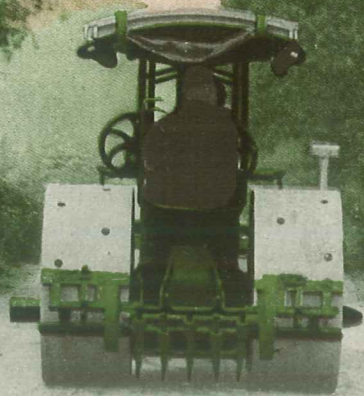
PATENTS

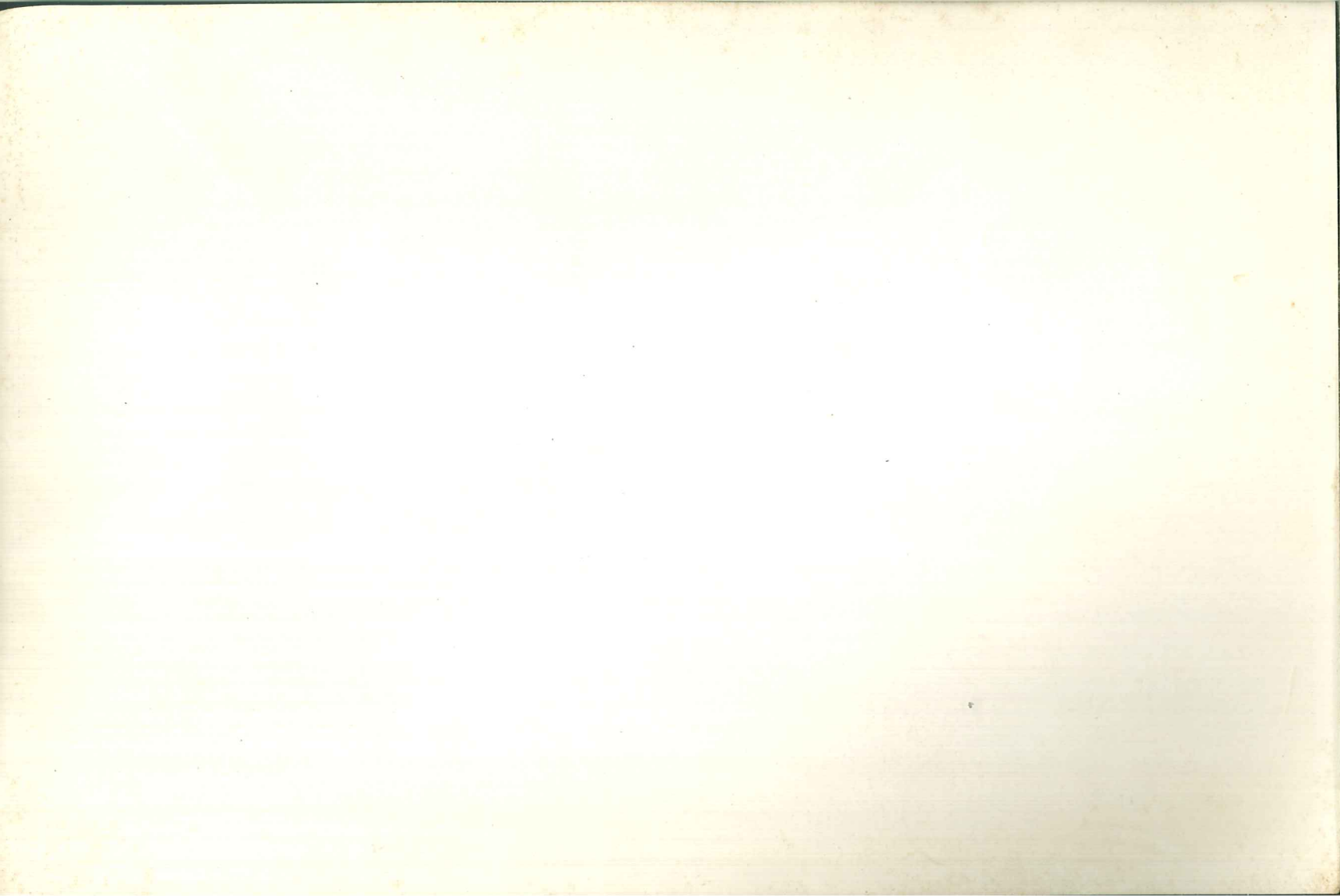
THE Austin Pup is the first Road Maintainer constructed by building a blade grader around a power road roller; and as such will enjoy very complete Patent Protection.

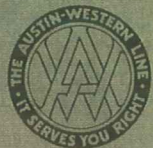
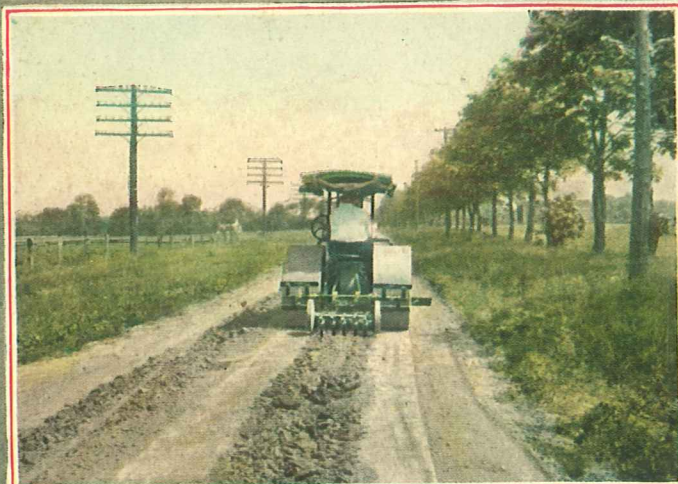
A large number of Patent Claims have already been allowed, and many more are on their way through the Patent Office.

Would-be imitators will be well advised to await the publication of our various patents on this machine before attempting to copy it.

This applies to the Roller alone, as well as with the blade and scarifying attachments.







A One-Man Austin Pup making a bad dirt road into a good dirt road
at the lowest known cost