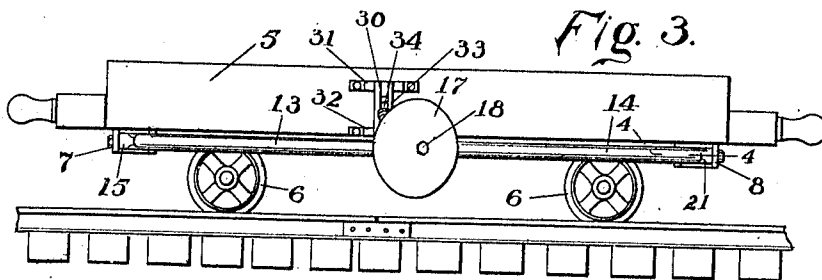
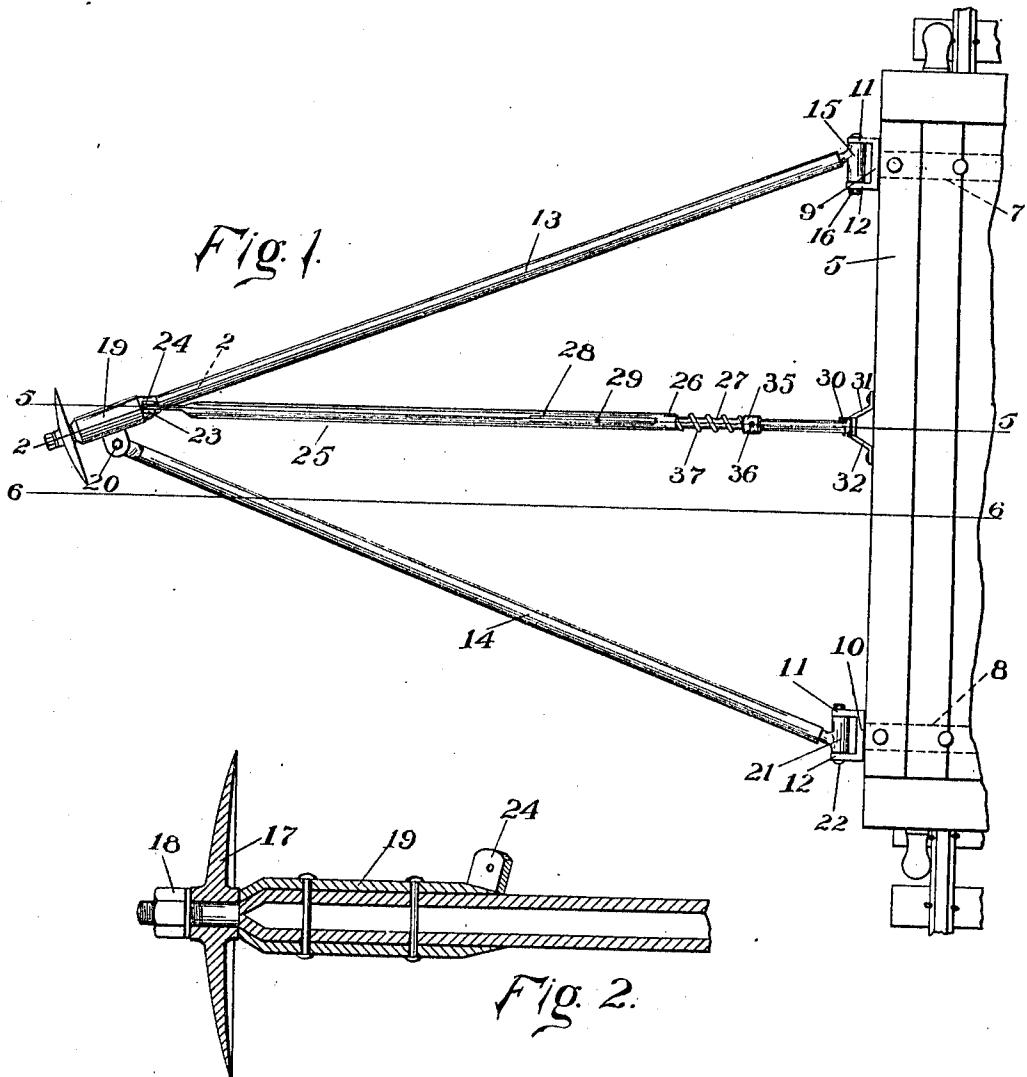


A. E. HEYMAN.
SOD LINE CUTTING DEVICE.
APPLICATION FILED JUNE 7, 1909.

956,091.

Patented Apr. 26, 1910.

2 SHEETS—SHEET 1.



Witnesses

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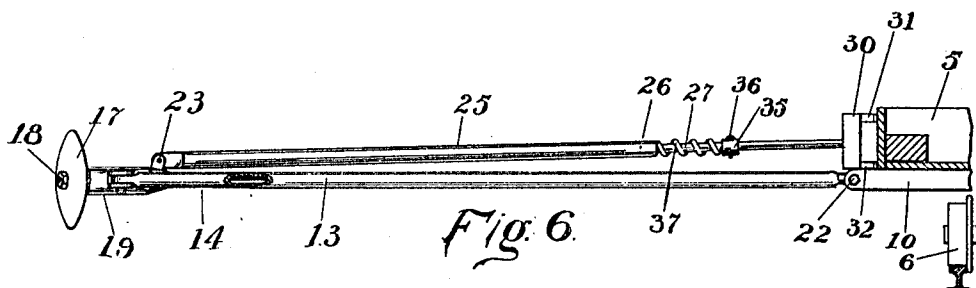
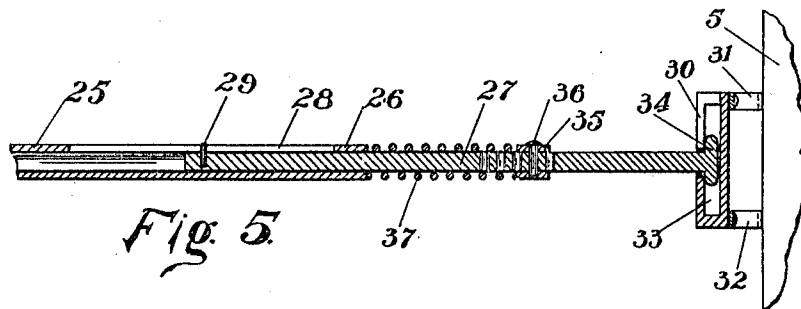
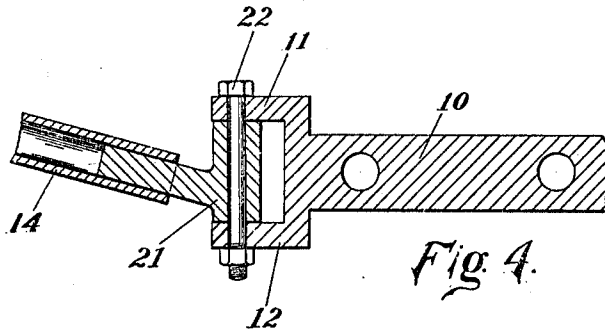
Attorneys.

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2 SHEETS—SHEET 2.



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UNITED STATES PATENT OFFICE.

ALBERT E. HEYMAN, OF EDGERTON, INDIANA.

SOD-LINE-CUTTING DEVICE.

956,091.

Specification of Letters Patent.

Patented Apr. 26, 1910.

Application filed June 7, 1909. Serial No. 500,550.

To all whom it may concern:

Be it known that I, ALBERT E. HEYMAN, a citizen of the United States, residing at Edgerton, in the county of Allen, State of Indiana, have invented certain new and useful Improvements in Sod-Line-Cutting Devices; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to improvements in sod-line cutters such as are employed for cutting the sod at a certain distance from and parallel to the line of a railway track.

It has for its object the provision of a device of that kind which may be applied to most forms of hand trucks or other railway draft appliances now in use.

Another object is the provision of a device which may be folded into a comparatively small compass for storing purposes when not in use.

A further object is the provision of a means for regulating the depth of the cut.

A still further object is the provision of a construction by means of which the device may be lifted from the ground when passing high-ways or crossings.

With these and other objects in view as will more fully hereinafter appear, the present invention consists in certain novel details of construction and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings and more particularly pointed out in the appended claims, it being understood that various changes in the form, proportion, size and minor details of the device may be made without departing from the spirit or sacrificing any of the advantages of the invention.

In the accompanying drawings forming part of the specification:—Figure 1 is a plan view of a hand car provided with my improved device. Fig. 2 is a longitudinal sectional view on the line 2—2 of Fig. 1. Fig. 3 is an end view thereof. Fig. 4 is a sectional plan view taken on the line 4—4 of Fig. 3. Fig. 5 is a longitudinal sectional view taken on the line 5—5 of Fig. 1. Fig. 6 is a similar view taken on the line 6—6 of Fig. 1.

Similar numerals of reference are employed to designate corresponding parts throughout.

The body of the hand car is designated by the numeral 5 and the wheels by the numeral 6. Depending from the opposite ends and at one side of the car are a pair of hangers 7 and 8 and projecting laterally from the outer faces of these hangers are a pair of brackets 9 and 10, the outer ends of which are provided with spaced jaws 11 and 12 which lie in a horizontal plane.

The carrier frame consists of two sections designated in general by the numerals 13 and 14, the outer ends of which converge. These carrier arms may be formed of any suitable material and in the present instance are shown to consist of metallic tubes. The carrier arm 13 is provided at its inner end with a sleeve 15 which extends transverse the inner end of the arm 13 and is of a size to nicely fit between the jaws 11 and 12 of the bracket 9. The jaws 11 and 12 of the bracket 9 are provided with alining openings which are adapted to register with the opening of the sleeve 15. These openings receive a pivot pin or bolt 16 which serves to secure the arm to the bracket. The arm 13 extends outwardly and toward the opposite end of the car and its outer end terminates at a point substantially in alinement with the horizontal center of the car. The outer end of the arm 13 is reduced so as to provide a spindle upon which is journaled a cutting disk 17, that portion of the spindle extending in advance of the disk being exteriorly screw threaded for the reception of the usual tightening nut 18. The length of the arm will correspond to the distance required between the rails and edge of the sod. The opposite arm of the carrier corresponds in length to the arm 13, or substantially so, and encircling the outer end of the latter arm and adjacent the disk 17 is a collar 19, which is rigidly secured to the outer end portion of the arm 13. The collar 19 is on one side provided with a pair of spaced lugs, these lugs receive the outer end portion of the second-named arm 14 which is pivotally secured by means of a bolt 20 extending through the collar and outer end of the arm 13. The inner end of the arm 14 terminates in a sleeve 21 which corresponds to the sleeve 15 and is of a size to nicely fit between the jaws 11 and 12 of the bracket 10 and is pivotally secured therein by means of a pivot bolt 22.

With the construction thus far described, it is obvious when the parts are in position

as shown in the drawings and the disk 17 in engagement with the sod that movement of the hand car over the rails will result in the disk 17 cutting the sod at the required distance from the truck. It will be further observed with this construction when the arms 13 and 14 are detached from the brackets 9 and 10 that they may be folded substantially parallel by virtue of the pivotal connection at their outer ends.

In order that the disk 17 may be forced into the ground to any required depth and yieldingly maintained in this position, the following construction is employed:—By referring now to the drawings it will be seen that the upper side of the collar 19 is provided with a pair of spaced lugs 23 and 24 and pivoted between these lugs is the outer end of a regulating lever designated in general by the numeral 25. The regulating lever 25 is formed of telescoping sections 26 and 27, the outer section 26 having its outer end pivoted between the lugs 23 and 24 and its inner end terminating at a point substantially in alinement with the intermediate portions of the arms 13 and 14. The inner end portion of the outer section 26 is provided with a longitudinal slot or guide opening 28 which extends from a portion adjacent the middle of the said outer section 26 to a point adjacent the inner end thereof. The inner section 27 is of a size to slidingly fit within the outer section 26 and at its inner terminal is provided with a radial pin or stud 29 which extends through the guide opening 28 and forms a stop for the inward and outward movement of the inner section 27. Securely fitted to the intermediate portion and at the highest point of the body of the car and on the same side of the latter as the brackets 9 and 10 and considerably above the plane of the latter is a bracket 30, which projects laterally from one side of the car and at its opposite ends is provided with securing legs 31 and 32 and at its intermediate portion and on its outer faces is provided with a socket 33. The socket 33 is open on its upper end and on its outer side, and the end of the section 27 remote from the pin 29 is provided with an enlarged flat head 34 which is adapted to be inserted into the open upper end of the socket, it being understood that the diameter of the section 27 exclusive of the head is of a size to nicely fit within the opening on the front side of the socket. An adjusting collar 35 encircles the section 27, and is adjustably secured thereto by means of a pin 36 and encircling

the section 27 and having its opposite terminals bearing on one face of the collar 35 and inner terminal of the outer section 26 is a helical spring 37, the function of which is to force the outer section 26 downwardly and the disk 17 into the ground. Thus it can be seen when the collar 35 is moved inwardly or toward the head 33 the tension of the spring 37 will be diminished, whereby the disk 17 will not penetrate as deeply into the ground as when the collar 36 is moved toward the inner end of the section 26.

From the foregoing it can be seen that I have provided a device which is exceedingly simple in structure and comparatively inexpensive to manufacture, embodying few parts and these so arranged that the danger of derangement will be reduced to a minimum. It can be further observed that the device may be applied to any form of hand car or other railway rolling stock now in use and may be readily detached therefrom whenever desired, and folded into a comparatively small space for storing purposes.

Having thus described my invention what is claimed as new, is:—

1. In a sod cutter, the combination with a wheeled support provided on one side with a socket; of a laterally extending frame having its inner end pivoted to one side of the wheeled support at a point below the socket, a cutter at the outer end of said frame, a pressure rod consisting of telescoping sections, one section of which has its outer end pivoted to the outer end of said frame and the other section having its inner end removably secured in the said socket.

2. In a sod cutter, the combination with a wheeled support; of a laterally extending frame combined with one side of said support, a cutter at the outer end of said frame, a pressure rod consisting of telescoping sections, one of said sections having its outer end pivoted to the outer end of said frame and the other of said sections detachably secured to the said wheeled support and located above said frame, a collar combined with the last-named section and a spring having its terminals bearing on the inner end of the first-named section and one face of said collar.

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

ALBERT E. HEYMAN.

Witnesses:

ED VILAND,

J. W. CHAPMAN.