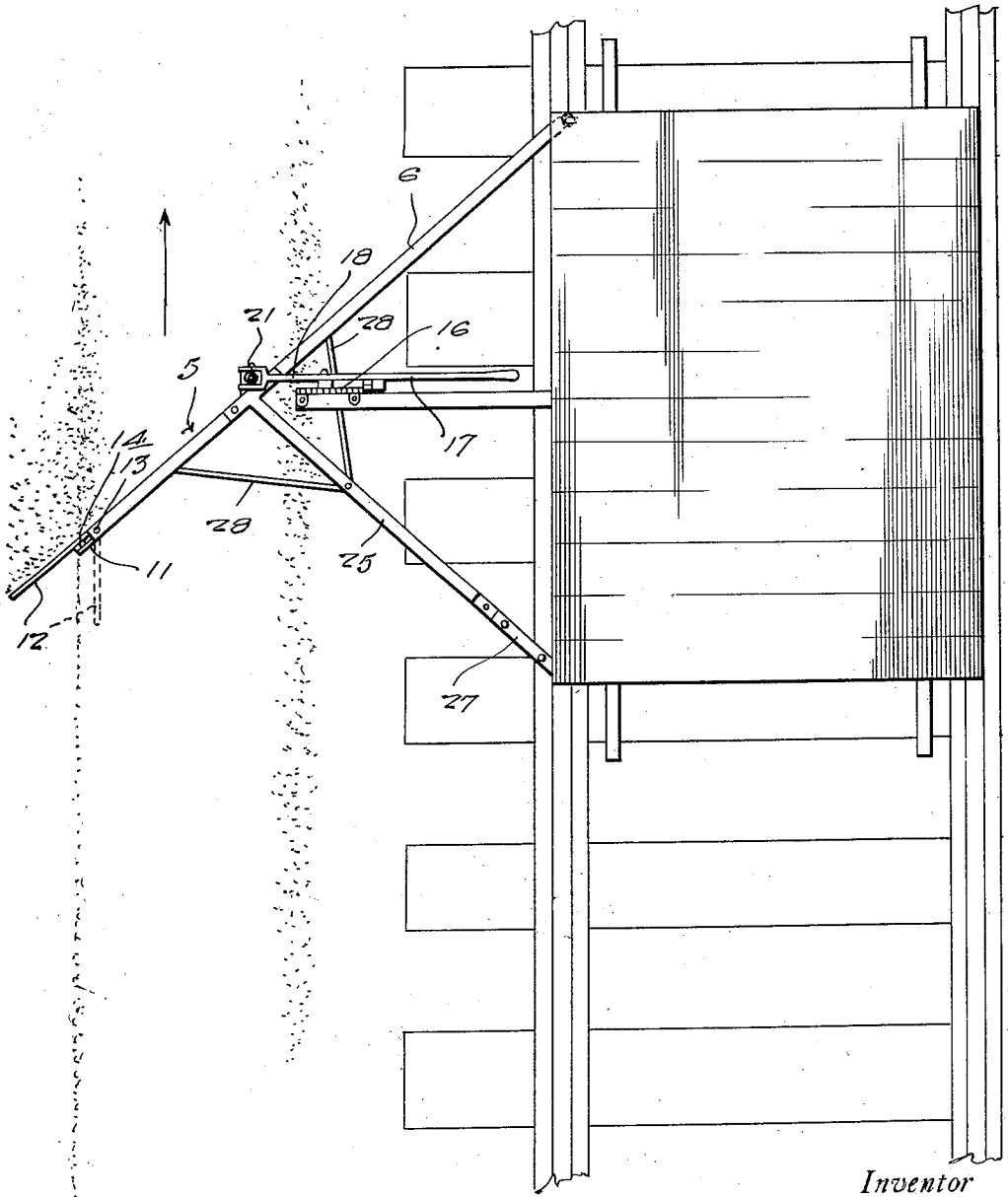
Dec. 20, 1927. 1,653,423

A. J. APPLEGATE

RAILROAD TRACK DRESSER

Filed May 29, 1926 2 Sheets-Sheet 1

Fig. 1.




Inventor
A. J. Applegate
By Clarence A. O'Brien
Attorney

Dec. 20, 1927. 1,653,423

A. J. APPLEGATE

RAILROAD TRACK DRESSER

Filed May 29. 1926 2 Sheets-Sheet 2

Fig. 2.

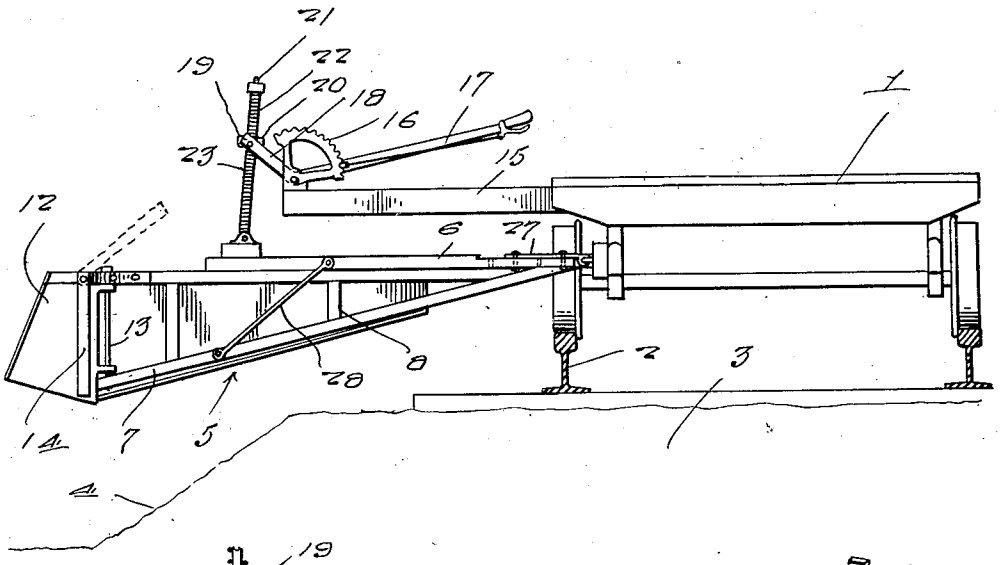



Fig. 3.

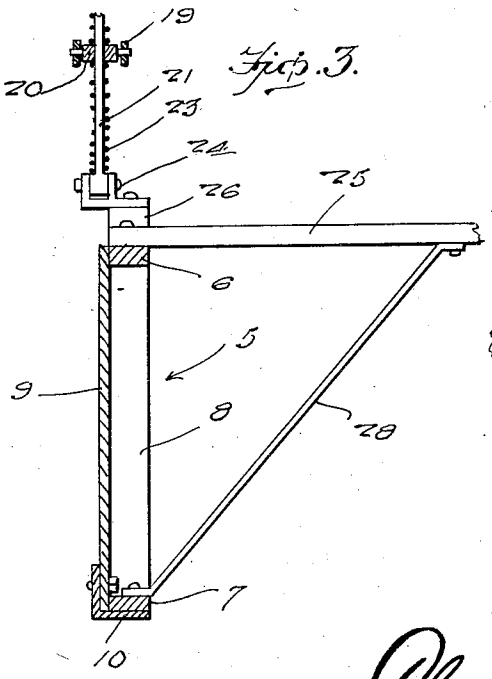
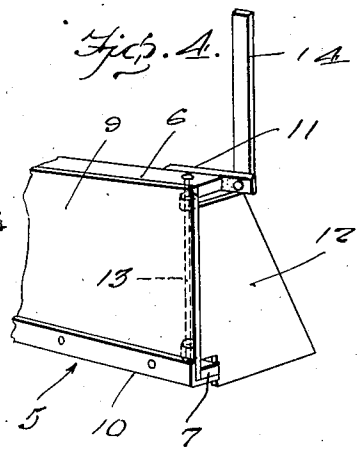



Fig. 4.




Inventor
A. J. Applegate

By Clarence A. O'Brien

Attorney

Patented Dec. 20, 1927. 1,653,423

# UNITED STATES PATENT OFFICE.

ANDREW JACKSON APPLEGATE, OF OLD MONROE, MISSOURI.

## RAILROAD-TRACK DRESSER.

Application filed May 29, 1926. Serial No. 112,723.

This invention relates to an improved railway contrivance and it has more particular reference to an improved machine constructed for cutting weeds, leveling ground, smoothing, etc., for forming an artistic track ballast.

Briefly, the invention has reference to a machine of this kind which is adapted to be made in the form of an attachment for a small track car, the same including, among other parts, a rearwardly inclined scraper, means for adjustably connecting the same with the track car, means for varying the elevation, and a device at the outer end of the scraper for treating the outer margin of the ballast to finish it off nicely.

My principal object is to generally improve upon machines of this kind by providing one of comparative simplicity and durability which is such as to insure the production of a practical and highly efficient structure.

Other features and advantages of the invention will become apparent from the following description and drawings.

In the accompanying drawing forming a part of this application and in which like numerals designate like parts:

Figure 1 is a top plan view of a portion of a railroad track, showing a car supported thereon, with the machine attached in position for operation and the bed to be treated.

Figure 2 shows the same structure in end elevation to disclose the details and arrangement more plainly.

Figure 3 is an enlarged fragmentary vertical section through a part of the machine.

Figure 4 is a fragmentary perspective view of the outer end of the novel scraper.

In the drawing the reference character 1 designates generally a roller supported platform, track car, or the like which is adapted to be supported on the rail 2. The road bed is represented generally by the reference character 3, and the so-called ballast by the reference character 4. The scraper is represented generally by the numeral 5 and this comprises a horizontal top bar 6, and an upwardly and inwardly inclined bottom bar 7, these bars being connected together by vertical struts 8 in order to form a substantially triangular frame which is pivoted at its inner end to the platform of the car in order to permit vertical movement. A sheet metal plate 9 is attached to this frame structure in any suitable manner, and an angle bar 10 is connected to the lower portion of the sheet and the lower frame bar 7 as shown plainly in Figure 3. This constitutes a wear plate and insures rigidity of construction. Moreover, it adds to the weight of the structure and causes it to drag in rather firm contact with the surface to be treated. It will be noticed that a small arm or bracket (see Figure 4) 11 is attached to the outer end of the top bar 6 and extends beyond said outer end. Also at this point is a ballast edge finishing wing 12 pivotally mounted upon a pintle 13 as shown here and also in Figure 2. This wing may be extended out into a plane with the scraper proper or it may be folded back to the dotted line position shown in Figure 1. In this connection I would call attention to a latch 14 which is pivoted to the extended end of the bracket arm 11 and is adapted to be dropped down behind the wing in order to hold in alignment with the scraper. By lifting the latch to the position shown in Figure 4 the wing may be swung rearwardly to clear it, thus assuming an ineffective position as shown in dotted lines in Figure 1. In this way the extra appliance may be used or not used according to the finish which is desired.

Connected to the top bar 6 is a block 15 carrying a segmental rack 16. Pivotally mounted upon this rack is a lever 17 carrying suitable pawl mechanism for cooperation with the teeth of the rack. The outer end of this lever is provided with an angular extension 18 terminating in a fork 19, the arms of which are pivotally connected to a collar 20. This collar is slidably mounted on a pivotally mounted pin 21 between upper and lower coiled springs 22 and 23 respectively. It will be noted that the pin 21 is pivotally mounted upon a bracket 24 which is in turn connected to an attaching arm 25 through the medium of a block 26. The arm 25 is attached to the central portion of the scraper and extends rearwardly at a diagonal angle and is adjustably connected with a strap member 27. The strap member in turn is pivotally connected to the frame of the car 1 in any suitable way. For rigidity of structure suitable braces 28 are employed, the same being connected to the arm 25 and the scraper as shown.

In practice the machine is attached to either one of the track cars, roller supported platform or other suitable rolling stock.

Through the medium of the lever mechanism the device is lowered into contact with the ground, and obviously as the car 1 moves in the direction of the arrow represented in Figure 1, the device will act as a drag for smoothing and leveling the surface of the ground in a well known manner. When in position for use, the surface of the ground will be smooth and inclined. As before stated, the pivotally mounted wing 12 serves to finish off and level the marginal edge of the ballast. This contrivance may be used where the tracks pass through cities and towns, to make the bed more attractive.

Devices have actually been constructed in accordance with the invention herein shown and described, and have proven to be exceptionally practical and to accomplish results which surpass the expectation.

Persons skilled in the art to which the invention relates will be able to understand the construction and operation by considering the description in connection with the accompanying drawing. In view of this, a more lengthy description is thought unnecessary.

Minor changes coming within the field of invention claimed may be resorted to if desired.

Having thus described the invention, what I claim as new and desire to secure by Letters Patent is:—

In a track dressing machine of the class described, a scraper including a top bar, an inclined bottom bar, connecting struts forming a frame, a sheet metal plate attached to said frame, a reinforcing and wear member attached to said plate and frame, said member being in the form of an angle iron, an arm attached to and extending beyond the outer end of said top bar, a pivoted latch carried by said arm, and a wing pivotally supported on the outer end of the scraper and cooperable with said latch.

In testimony whereof I affix my signature.

ANDREW JACKSON APPLEGATE.