

(No Model.)

2 Sheets—Sheet 1.

H. BOUTET.

RAILWAY SCRAPER AND LEVELER.

No. 371,416.

Patented Oct. 11, 1887.

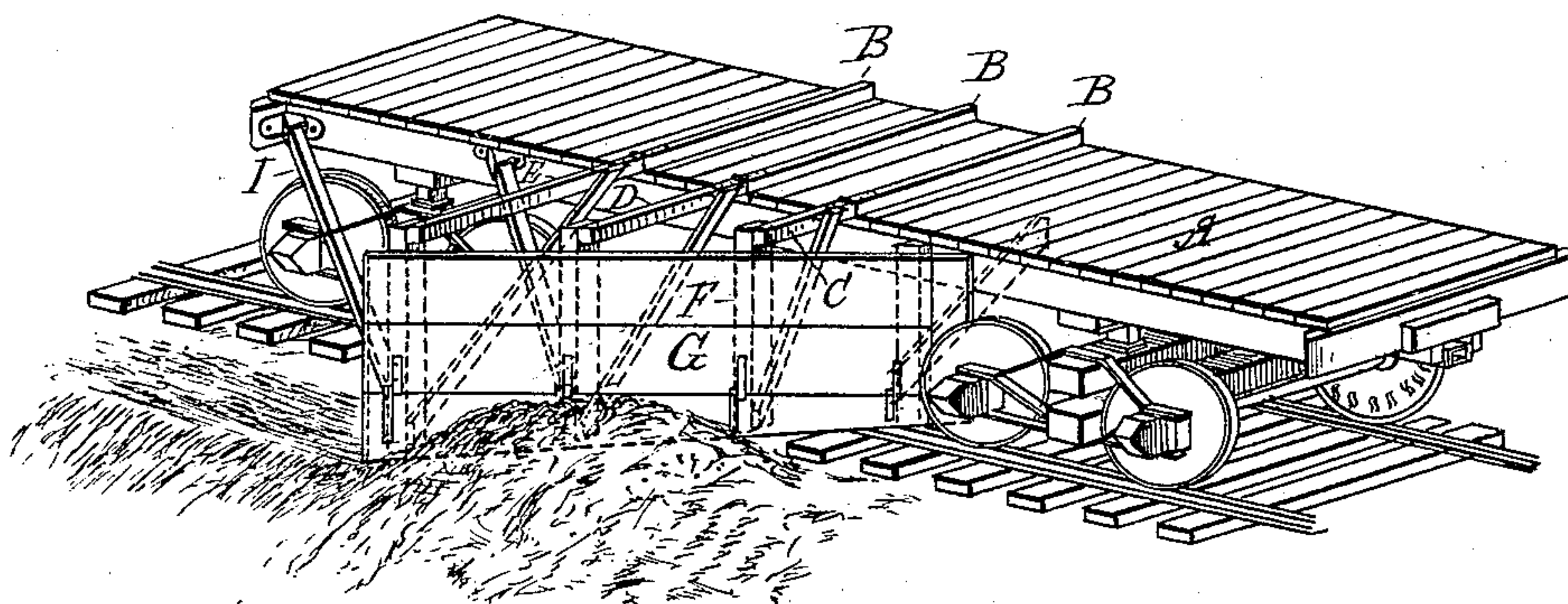


FIG. 1.

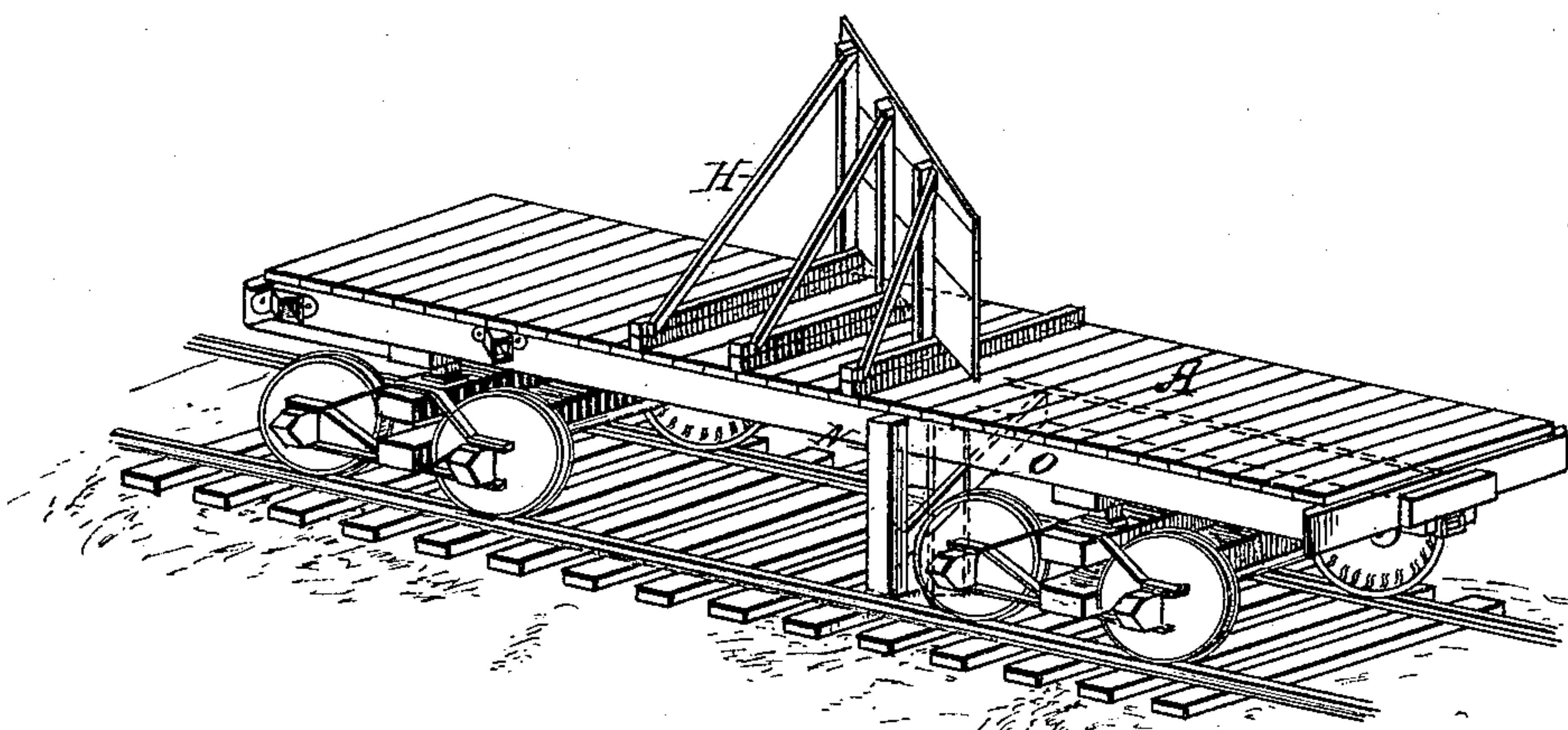


FIG. 2.

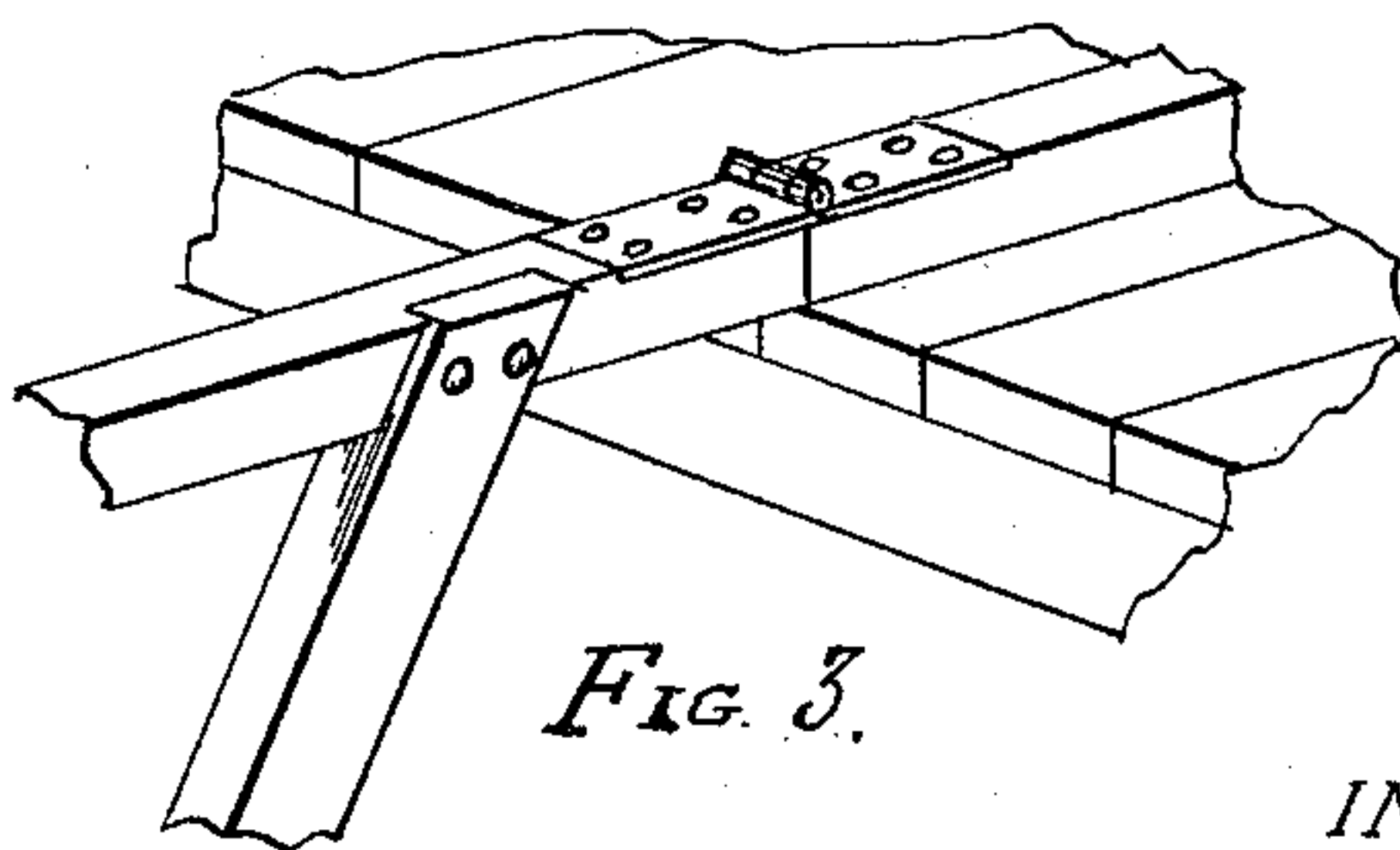


FIG. 3.

WITNESSES:

Robert Kirk,
Robt. S. Millar,

INVENTOR

Henry Boutet
by J. S. Zerk
his ATTORNEY

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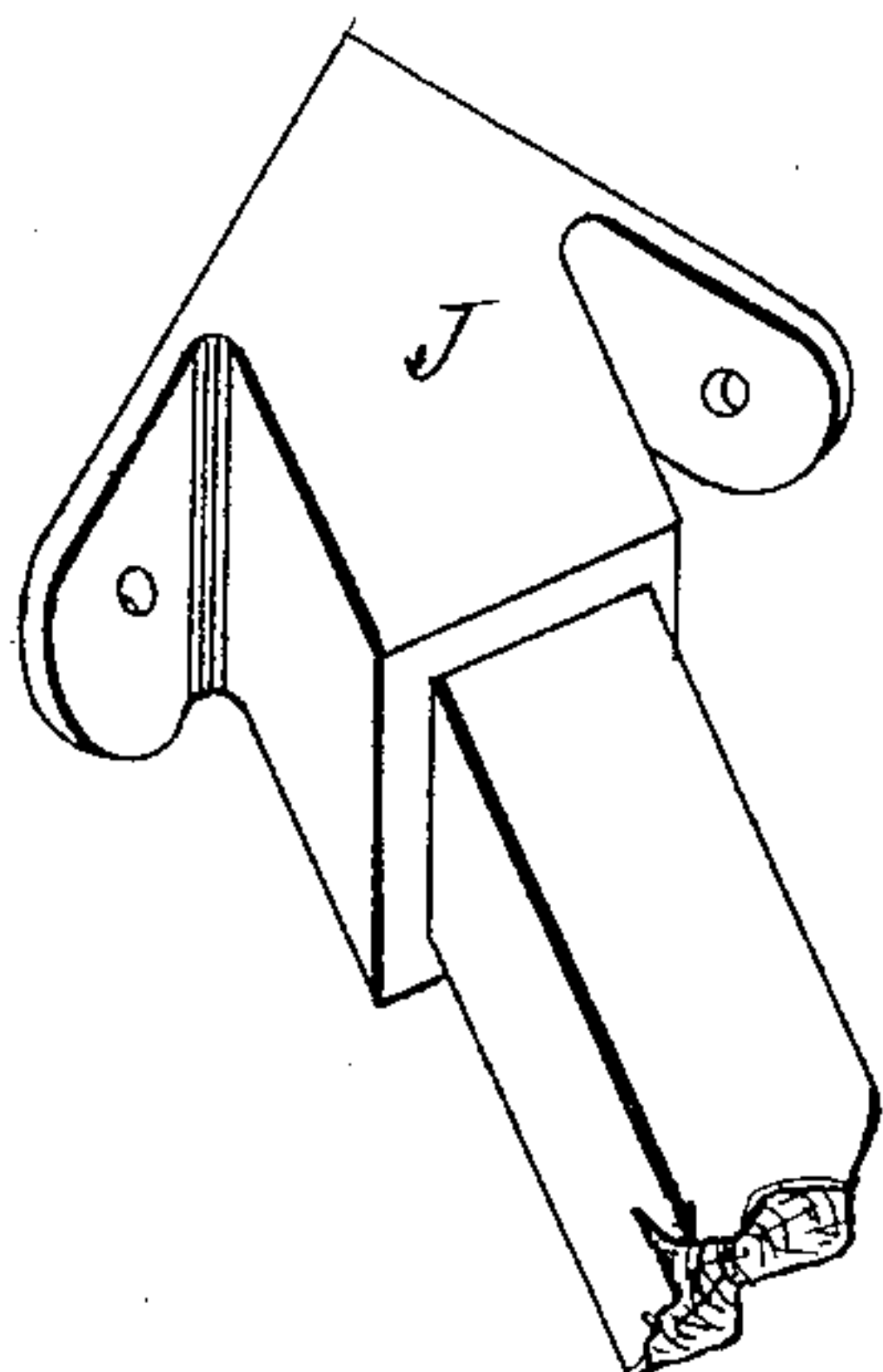
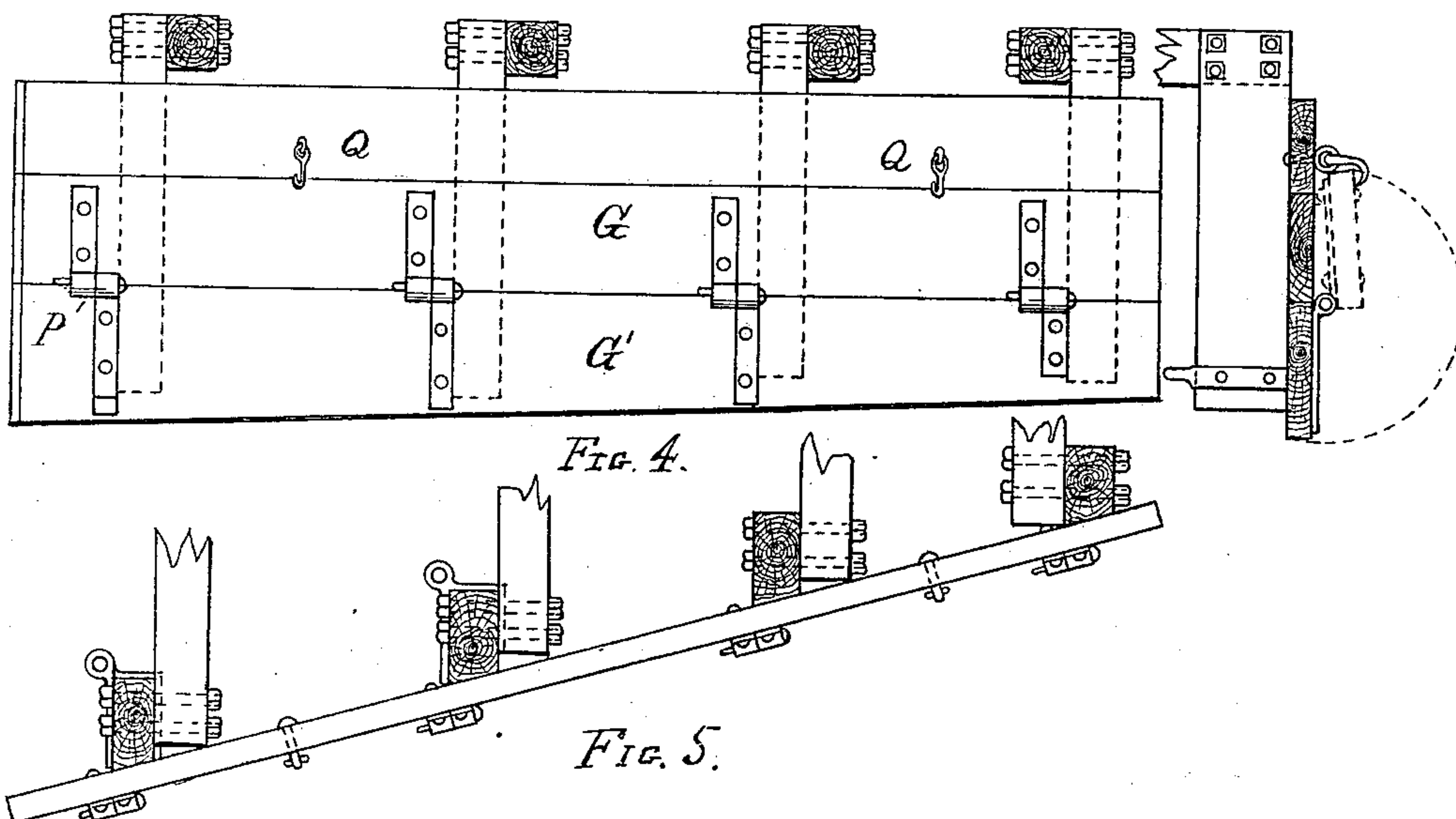


FIG. 6.

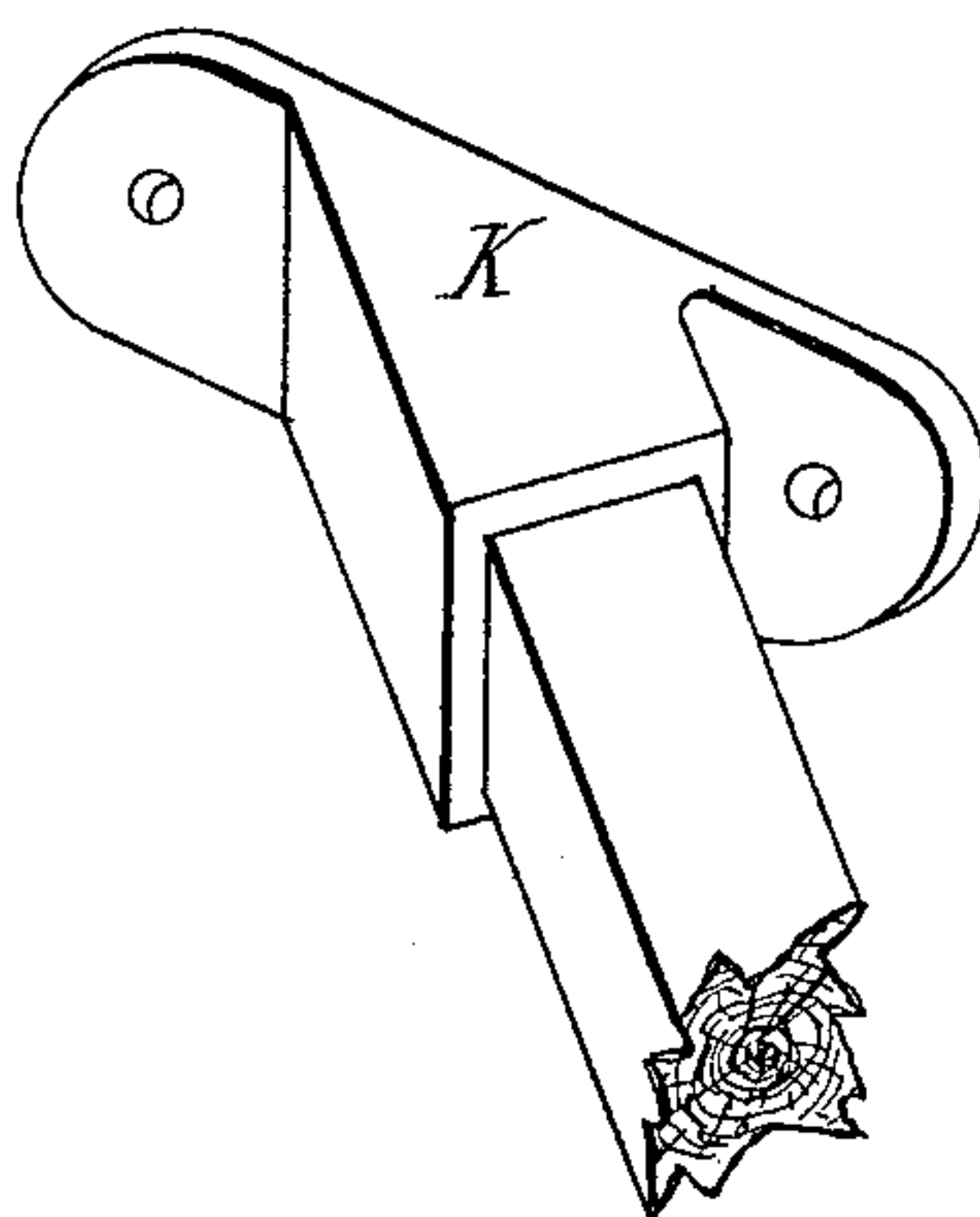


FIG. 7.

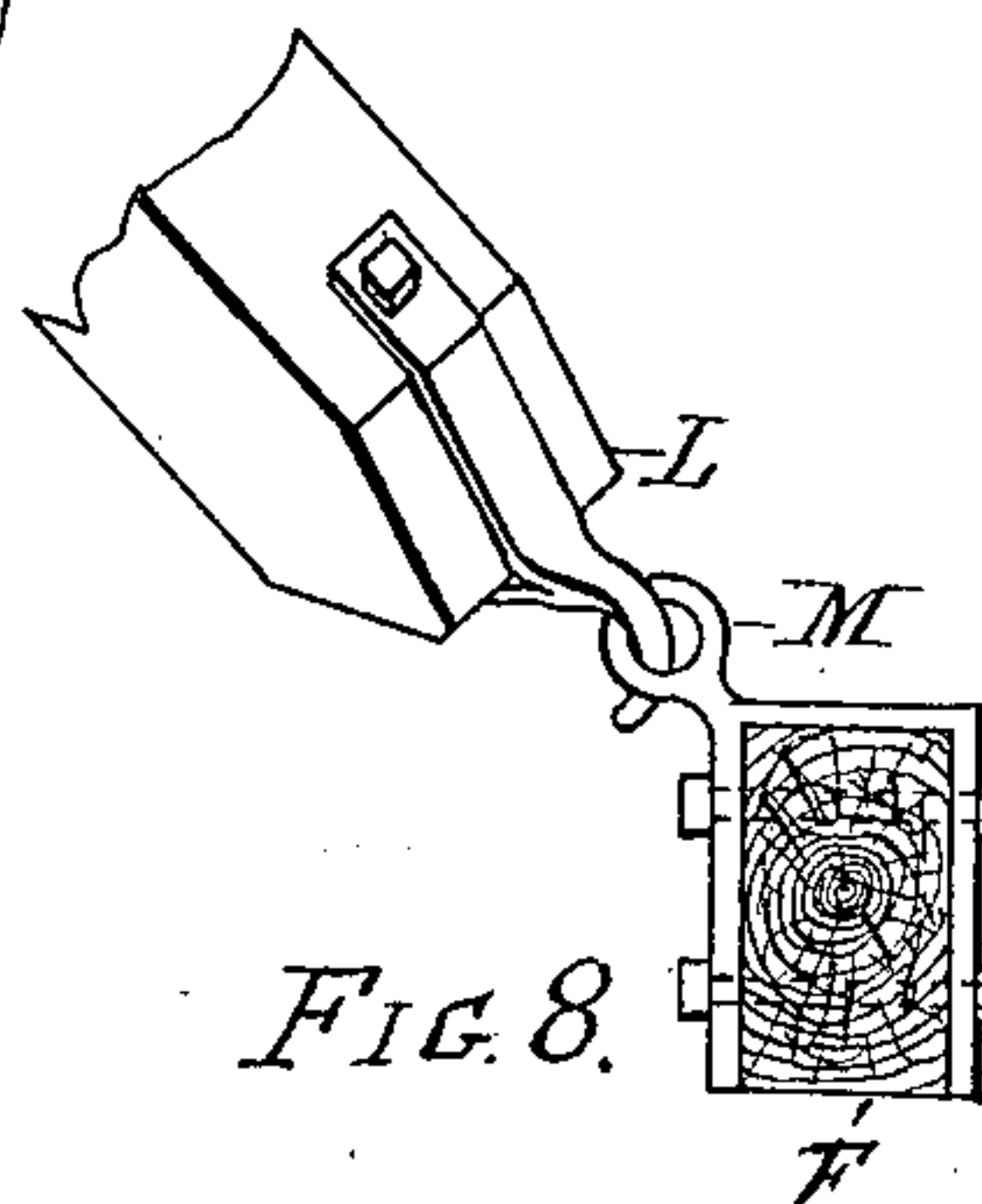


FIG. 8.

WITNESSES:

Robert Kirk
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UNITED STATES PATENT OFFICE.

HENRY BOUTET, OF LUDLOW, KENTUCKY.

RAILWAY SCRAPER AND LEVELER.

SPECIFICATION forming part of Letters Patent No. 371,416, dated October 11, 1887..

Application filed May 26, 1887. Serial No. 239,506. (No model.)

To all whom it may concern:

Be it known that I, HENRY BOUTET, of Ludlow, in the county of Kenton and State of Kentucky, have invented a new and useful Improvement in Railway Scrapers and Levelers, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 is a perspective view of a car equipped with my scraper and leveler and in position and in operation; Fig. 2, the same, showing the scraper mounted on a car for transportation; Fig. 3, an enlarged perspective view of one of the hinges for the wing of the scraper; Fig. 4, a side view of the scraping attachment; Fig. 5, a top view of the same; Figs. 6 and 7, perspective views of the eyes for holding the braces, and Fig. 8 a view of the adjustable hook and eye on the scraper.

The object of my invention is to equip a railway car or truck with a scraping attachment which is capable of being adjusted so as to level off the earth which has been deposited on the side of the road-bed; and it consists of several pieces placed transversely across the car, and to these pieces, at one end, are hinged arms which connect with the scraper or apron, disposed at any desired angle to the line of the rails, and so arranged that it may be raised or lowered, or turned over on the car or truck when not in use, all of which will now be fully set forth in detail.

In the accompanying drawings, A represents the truck or body of the car, in the center of which are three transverse bars, B. To the outer ends of these bars on one side I hinge arms C D E, the first of which, C, is a short arm, the second arm, D, being longer, and the third arm, E, projecting out still farther than the arms D C, and at the outer ends of these arms are downwardly projecting pieces F, to which the scraper or apron G is bolted. Each of the arms C D E are united with vertical pieces F by means of braces H, so as to keep the scraper G at all times at right angles to the arms C D E. The braces I, attached to the lower ends of the vertical pieces F, project back and upwardly, having their rear ends socketed in suitable eyes, J K, which are attached to the side of the car body or bed. The forward ends of these braces I are preferably

secured to the vertical pieces F by means of hooks L and eyes M, as shown in Fig. 8. It will thus be observed that the forward end of the scraper or apron G rests against the side of the body of the car, while its opposite end projects out at an angle to the line of the car, and in order to support the forward end the vertical arm N is secured to the side of the car, and is provided with the braces O, which are fastened under the body in order to support the scraper or apron as it rests against the said post or arm N.

The scraper or apron G is preferably made of two or three pieces, the lower part, G', of which is hinged by means of a hinge, P, to the middle board, so that should the car be moved backward the lower edge of the hinged piece G in striking the earth will be tilted upwardly, so as to prevent damage to the same. The upper board on its forward face has one or more hooks, Q, so located that when the lower hinged part is turned up the hook will catch the same and hold it in position.

In operation the apron is turned down and adjusted in the proper position, after which the car is moved forward, causing the lower edge of the apron to move along and level the earth the proper grade, after which it is again turned up on the top of the car, as shown in Fig. 2, the braces I being removed for the purpose.

What I claim as new is—

1. In a railway scraper or leveler, the body of the car having hinged thereto on one or both sides suitable arms and braces, and the apron thereon, with the braces or arms secured to the body of the car and the vertical arms or pieces of the apron, substantially as herein set forth.

2. In a railway scraper and leveler, the apron hinged on one or both sides of the body of the car, said scraping-apron having its lower leaf hinged to the main body of the scraper, substantially as herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand, this 23d day of April, 1887, in the presence of witnesses.

HENRY BOUTET.

Witnesses:

ROBT. S. MILLAR,
ROBERT KIRK.