

F. S. HART.
 TRACK CLEANER.
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1,054,543.

Patented Feb. 25, 1913.

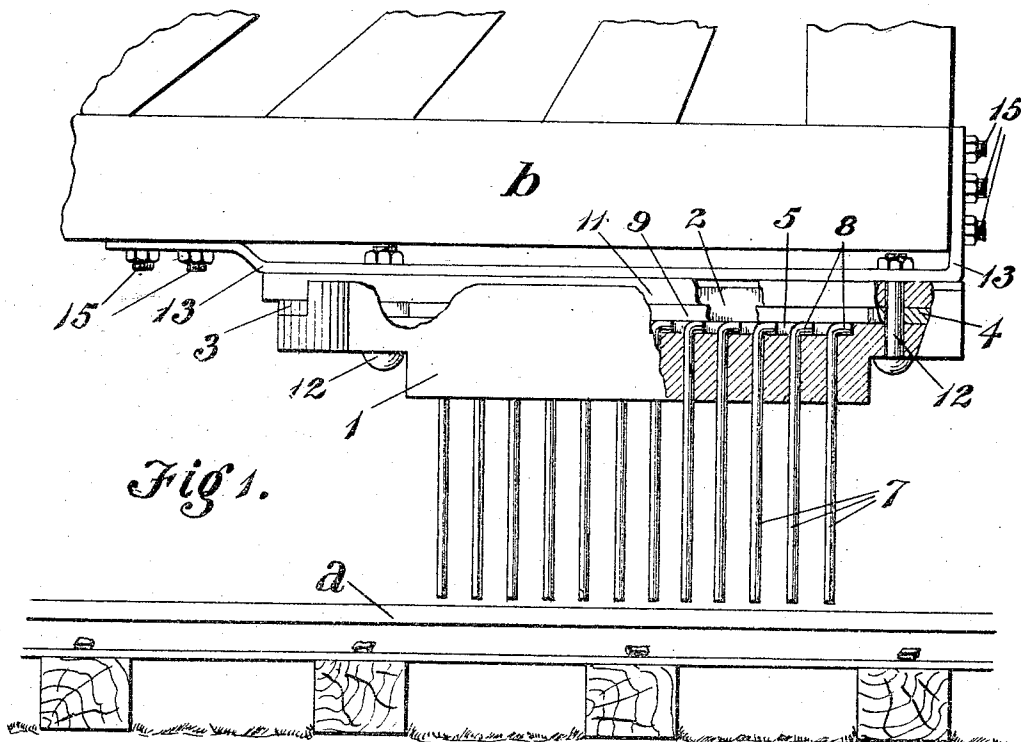


Fig. 1.

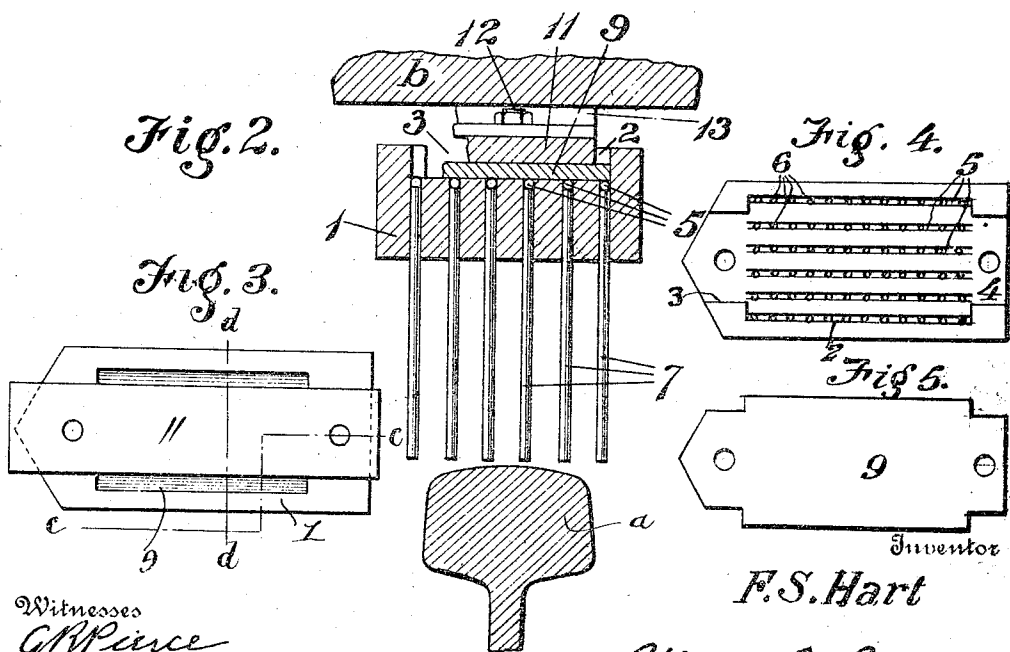


Fig. 2.

Fig. 3.

Fig. 4.

Fig. 5.

Witnesses
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FERDINAND S. HART, OF ELIZABETHTON, TENNESSEE.

TRACK-CLEANER.

1,054,543.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, FERDINAND S. HART, a citizen of the United States, residing at Elizabethton, in the county of Carter and State of Tennessee, have invented new and useful Improvements in Track-Cleaners, of which the following is a specification.

This invention is an improved track cleaner adapted to be connected to the pilot of a locomotive and to bear on the track rail so as to sweep off nuts, bolts, or other small obstructing objects which may be left carelessly or placed on a track rail, the object of the invention being to provide an improved device of this character which is extremely cheap and simple, which is strong and durable, and which is made of readily separable parts any one of which may be readily and economically renewed when broken or worn, the invention consisting in the construction, combination and arrangement of devices hereinafter described and claimed.

In the accompanying drawings:—Figure 1 is partly a side elevation and partly a vertical longitudinal sectional view of a track cleaner constructed in accordance with my invention, showing the same in operative relation to a track rail and to the lower portion of the pilot of a locomotive and the section plane being indicated by the line *c—c* of Fig. 3. Fig. 2 is a vertical transverse sectional view of the track cleaner on the plane indicated by the line *d—d* of Fig. 3. Fig. 3 is a plan of the same. Fig. 4 is a detail plan of the head with the cover plate removed. Fig. 5 is a similar view of the cover plate.

In practice, two of my track cleaners will be used on the pilot of a locomotive, one for each of the track rails. Both the track cleaners are identical in construction, and, hence, I will describe only one of them.

In accordance with my invention, I provide a head or block 1 of oblong rectangular form and the front end of which is preferably pointed or beveled on opposite sides. In the upper side of the block 1 is a recess 2 of suitable length, breadth and depth, front and rear recesses 3—4 being also formed which communicate, respectively, with the front and rear ends of the recess 2. In the upper side of the recess 2 are longitudinal grooves 5 which are suitably spaced apart. The block 1 is also provided with a series of vertical openings 6, the upper

ends of which communicate with the said grooves.

Sweep pins 7 project downwardly from the block 1 and are adapted to operate on or slightly above the upper surface of the track rail, here indicated at *a* and each sweep pin has its upper portion extended through one of the openings 6 and has its upper end bent at right angles to form an arm or head 8 which bears in the bottom of one of the grooves 5. Hence, the sweep pins are detachably connected to the block and any one of the sweep pins may be removed for repair or renewal by merely lifting it from the block.

A cover or lock plate 9 fits in the recess 2 and bears on the upper sides of the arms or heads of the sweep pins so as to lock the sweep pins in place and this cover or lock plate has arms at its front and rear ends which fit in the recesses 3—4. A longitudinally arranged bar 11 bears on the upper side of the lock plate and also fits in the recesses 3—4. The block, the lock plate and the bar 11 are provided near their ends with registering vertical openings through which securing bolts 12 are passed, the said bolts also engaging supporting straps 13 which, in practice, are made of iron or steel. These supporting straps which are arranged longitudinally of the device have their respective front and rear ends upturned and secured as by means of bolts 15 to the pilot of a locomotive here, for the purposes of this specification, indicated at *b*, in Fig. 1.

While I have herein shown and described a preferred form of my invention, I would have it understood that changes may be made in the form, proportion and construction of the several parts without departing from the spirit of my invention and within the scope of the appended claims.

I claim:—

1. A track cleaner of the class described comprising a block having vertical openings and grooves in its upper side communicating with said openings, sweep pins extending downwardly from the block and having their upper portions arranged in said openings and provided with bent arms or heads bearing in said grooves, and a lock plate in the upper side of the block bearing on the upper ends of said pins, the said lock plate being detachable from the block.

2. A track cleaner of the class described comprising a block having vertical openings and grooves in its upper side communicating with said openings, sweep pins extending downwardly from the block and having their upper portions arranged in said openings and provided with bent arms or heads bearing in said grooves, ~~a lock plate in the upper side of the block bearing~~ on the upper ends of said pins, the said locking plate being detachable from the block, a bar on the upper side of the lock plate and detachable therefrom, attaching straps on the upper side of the bar, and bolts detachably securing the attaching straps, the bar, the lock plate and the block together.

3. A track cleaner of the class described comprising a block having vertical openings and grooves in its upper side communicating with said openings, sweep pins ex-

tending downwardly from the block and having their upper portions arranged in said openings and provided with bent arms or heads bearing in said grooves, a lock plate in the upper side of the block bearing on the upper ends of said pins, the said lock plate being detachable from the block, a bar on the upper side of the lock plate and detachable therefrom, attaching straps on the upper side of the bar, and bolts detachably securing the attaching straps, the bar or lock plate and the block together, the said attaching straps being provided with adjusting openings for engagement by the bolts.

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

FERD. S. HART.

Witnesses:

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