No. 676,385.

Patented June 11, 1901.

A. HÄGG.

TRACK CLEANING ATTACHMENT FOR HAND CARS.

(Application filed Dec. 8, 1900.)

(No Model.)

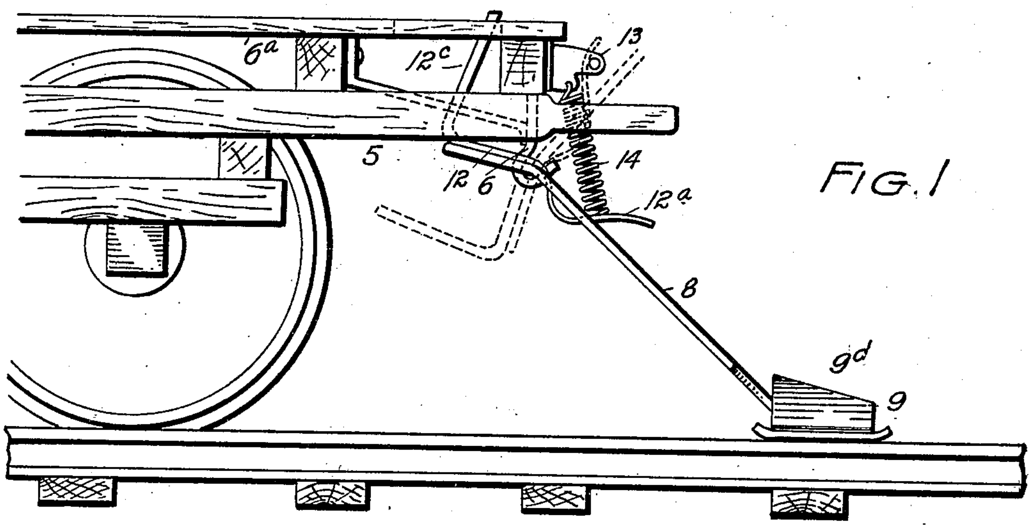

FIG. 1

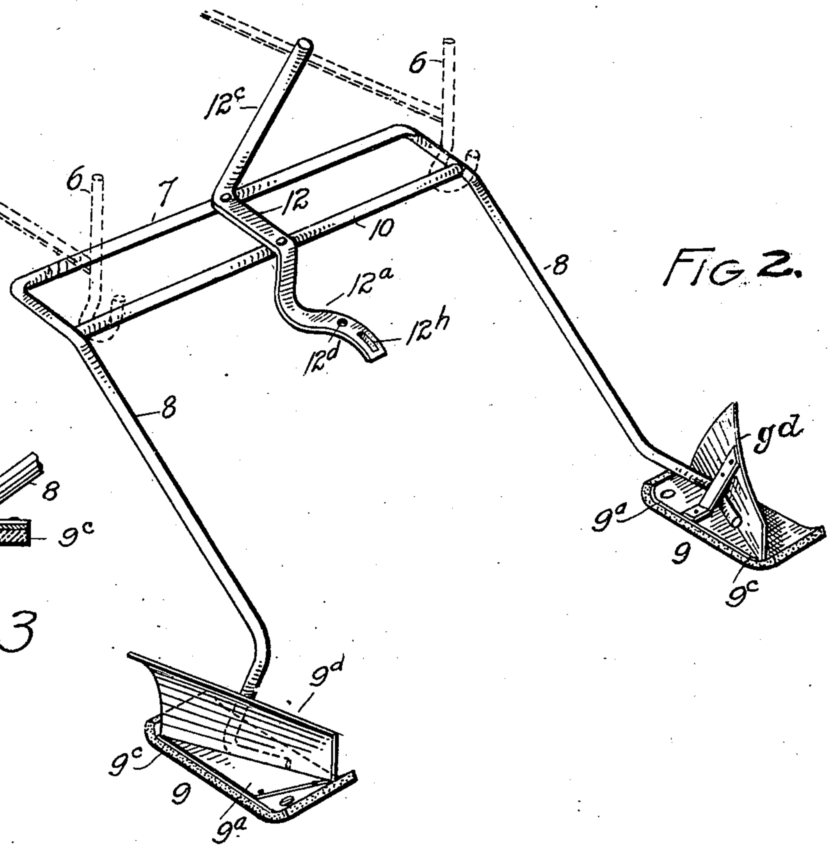

FIG. 2.

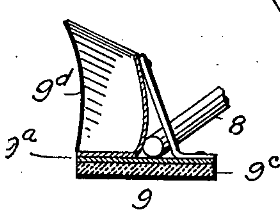

FIG. 3

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TRACK-CLEANING ATTACHMENT FOR HAND-CARS.

SPECIFICATION forming part of Letters Patent No. 676,385, dated June 11, 1901.

Application filed December 8, 1900. Serial No. 39,211. (No model.)

To all whom it may concern:

Be it known that I, AUGUST HÄGG, a citizen of the United States of America, residing at Denver, in the county of Arapahoe and State of Colorado, have invented certain new and useful Improvements in Track-Cleaning Attachments for Hand-Cars; and I do 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, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention relates to improvements in track-cleaning attachments for hand-cars.

It is well known to those in charge of railway-tracks that when the rails are frosty or when it is snowing a slight accumulation of frost or snow on the rails renders it almost impossible to run hand-cars, since the weight of the car is not sufficient to produce the required friction to overcome the slippery condition of the rails.

The object of my invention is to overcome this difficulty, and the device will be fully understood by reference to the accompanying drawings, in which—

Figure 1 is a side elevation of the front part of a hand-car equipped with my improvements. Fig. 2 is a perspective view of the attachment shown in detail. Fig. 3 is a section taken through one of the shoes, shown on a larger scale.

The same reference characters indicate the same parts in all the views.

Let the numeral 5 designate the body of the hand-car, to the front part of which is attached two hangers 6, whose lower extremities are formed into hooks adapted to receive the upper cross-bar 10 of my improved attachment. Extending forwardly and downwardly from the extremities of the cross-bar 7 are two arms 8, to whose lower extremities are attached shoes 9, adapted to engage the track-rails. These shoes, as shown in the drawings, consist of a metal plate 9^a, provided with a facing 9^c, preferably composed of rubber; but it must be understood that any other suitable or similar yielding material may be employed. To the top of each shoe-plate is attached a blade or share 9^d for use where there is a considerable quantity of snow on the rails. These shoes are arranged to throw the snow outwardly away from the rails. Forward of the cross-bar 7 an auxiliary bar 10 is attached to the arms 8. Centrally secured to the cross-bars 7 and 10 is a metal strap 12, having a forward extension 12^a. The rearward extremity of the strap 12 merges into an upwardly-projecting bar or rod 12^c, whose upper extremity protrudes through an opening formed in the platform 6^a of the car.

To the front of the car is secured a projection 13, having a downwardly-extending lug, to which is attached one extremity of a coil-spring 14, whose opposite extremity enters an aperture 12^d, formed in the forward portion 12^a of the strap 12. The normal function of this spring is to press the attachment down, whereby the shoes are caused to engage the rails with sufficient force to perform their function. Forward of the opening 12^d the strap 12 is provided with a slot 12^h. When the attachment is not needed, it is raised upwardly, turning on the bar 7 as an axis, until the forward extremity of the projection 13 passes through the slot 12^h in the strap. A key is then passed through an opening in the projection forward of the strap, whereby the track-cleaner is locked in the elevated position. (See dotted lines in Fig. 1.) The shoes 9 may be temporarily raised from the rails at will by pressing with the foot, for instance, on the upward-protruding extremity on the bar 12^c. The rubber facing 9^c is so connected with the metal plate of the shoe that it may be readily detached when it becomes so worn as to be of no further use. Both extremities of the shoe are turned upwardly slightly to facilitate its movement on the track in either direction.

The device may be easily detached from the car, as will be readily understood.

Having thus described my invention, what I claim is—

1. The combination with a car provided with depending bearings, of a track-cleaning device comprising a cross-bar engaging said bearings which are open at the top to allow the device to be readily detached, said bar being also arranged to turn in the bearings, another bar located in the rear of the aforesaid cross-bar, a rod rigidly connected with

the rear cross-bar, extending upwardly therefrom through the platform and projecting above the same whereby as downward pressure is applied thereto, the track-cleaning device is turned in its bearings, and arms extending downwardly from the cross-bars and terminating in track-cleaning shoes.

2. The combination with a car provided with depending bearings, of a track-cleaner consisting of forwardly-projecting arms, having track-engaging shoes, an upper cross-bar engaging the bearings on the car and adapted to turn therein, a metal part projecting forwardly from the upper portion of said device and provided with a slot, and a projection on the car adapted to enter said slot when the device is raised, and a suitable locking device connected with the projection forward of the said metal part, whereby the track-cleaner is supported in the raised position when not in use.

3. The combination with a car provided with depending bearings, a track-cleaning device provided with a cross-bar engaging said bearings which are open at the top to allow the device to be readily detached, said bar being also arranged to turn in the bearings, another bar located in the rear of the aforesaid cross-bar, a rod rigidly connected with the rear cross-bar, extending upwardly therefrom and projecting above the platform, whereby as pressure is applied thereto, the track-cleaning device is turned in its bearings, arms extending downwardly from the cross-bars and terminating in track-engaging shoes, a projection extending forwardly from the bearing cross-bar, and a spring connected with the car and bearing upon said projection, whereby the device is yieldingly pressed down in front.

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

AUGUST HÄGG.

Witnesses:
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