No. 685,425. Patented Oct. 29, 1901.

E. J. MARTIN & B. F. EMERSON.

RAILROAD TRACK CLEANER OR FLANGER.

(Application filed Mar. 26, 1901.)

(No Model.)

Fig. 1.

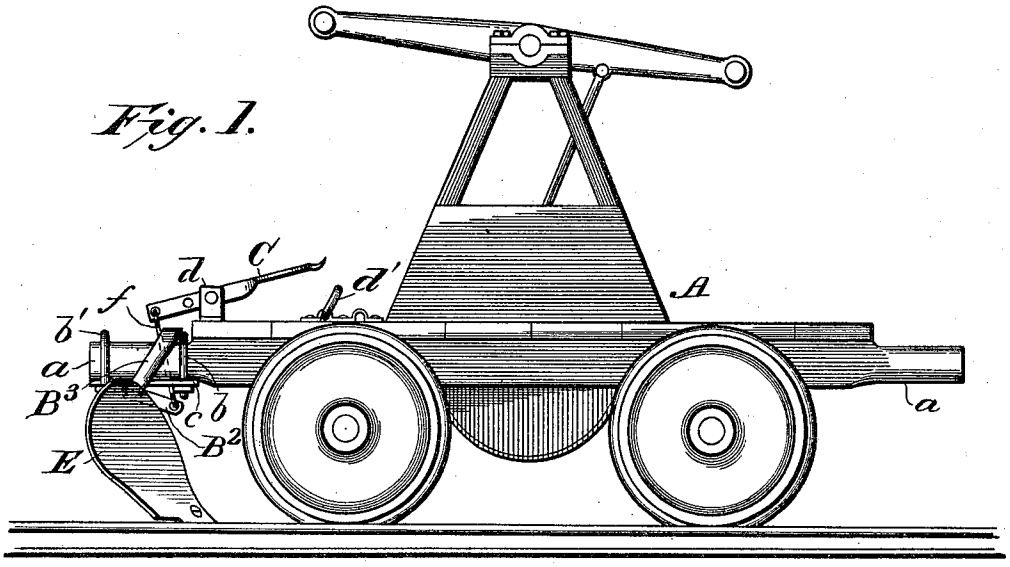
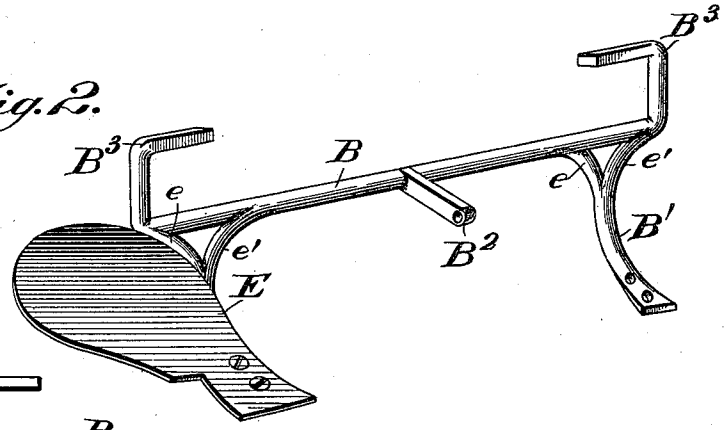


Fig. 2.



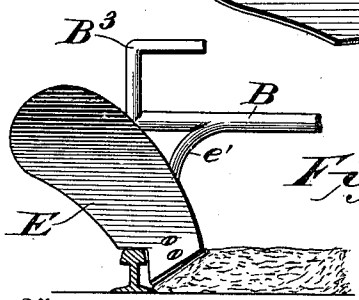


Fig. 3.

Witnesses
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UNITED STATES PATENT OFFICE.

EMIL J. MARTIN, OF MADISON LAKE, AND BENJAMIN F. EMERSON, OF ROCHESTER, MINNESOTA.

RAILROAD-TRACK CLEANER OR FLANGER.

SPECIFICATION forming part of Letters Patent No. 685,425, dated October 29, 1901.

Application filed March 26, 1901. Serial No. 52,919. (No model.)

To all whom it may concern:

Be it known that we, EMIL J. MARTIN, residing at Madison Lake, in the county of Blue Earth, and BENJAMIN F. EMERSON, residing at Rochester, in the county of Olmsted, State of Minnesota, citizens of the United States, have invented new and useful Improvements in Railroad-Track Cleaners or Flangers, of which the following is a specification.

This invention relates to certain new and useful improvements in track-cleaners of that type which are usually designated as "flangers," the object of this invention being to provide a cheap, simple, and effective means for attaching the plows or flangers to a hand-car so that they may be raised or lowered and when in either position will be limited as to their movement by reason of the plow-carrying frame engaging or abutting against the means used for attaching the carrying-frame to the projecting end of the hand-car, as will be hereinafter more fully set forth.

In the accompanying drawings, which illustrate the invention, Figure 1 is a side elevation of a hand-car which is of ordinary construction, our improvements being shown applied thereto. Fig. 2 is a perspective view of the plow-carrying frame or rock-shaft detached, and Fig. 3 is a detail view.

Hand-cars of ordinary construction are usually provided with longitudinal side beams which project on each side of the car beyond its platform to provide handles for lifting the car off of the track, and to such projecting ends or handles *a* we attach clips *b b'*, which serve to retain in place plates *c*, which are shaped to provide loops or journals through which passes a rock-shaft B, said journals being positioned adjacent to the rear clip *b'*.

To the center of the platform of the car, near its edge, there is secured a lever-support *d*, to which is pivotally attached a lever C, having two or more perforations, so that the throw of the same may be changed, and in line with said lever there is secured a loop or bail *d'*, which when placed in engagement with the end of the lever will hold the plows out of an operative position or raised above the tracks.

The rock-shaft or plow-carrying frame B is provided adjacent to each end with curved members B', having branches *e* and *e'*, which are connected to the transverse shaft, and between these branches the loops of the plates *c* engage the rock-shaft B. To the lower ends of the members B' are attached, in any suitable manner, plows E E, shaped to ride over the tread of the rails and to depend below the tread on the inner side, so as to remove the snow when the plows are lowered and the hand-car is operated. The rock-shaft B has a forwardly-projecting arm B^2, which is connected to the lever C by a bar or link *f*, and the ends of the rock-shaft are bent upwardly and inwardly, so that the terminal portions B^3 will lie over the handles *a* of the car between the clips *b b'*, which clips limit the rocking movement of the shaft.

The device shown and described can be readily attached to a hand-car in a few moments without in any way changing its construction, and the clips or attaching means serve as stops which limit the movement either upward or downward of the plows by engagement of the terminal portions B^3 therewith, thus avoiding any mutilation of the hand grasping portion *a* of the car. The lever C can be operated by foot when desired.

If desirable, the plows or flangers may be connected to the forward end of the truck, and when so attached a longer lever will be used to effect the throw of the rock-shaft.

Having thus described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. In a track-flanger, the combination with a hand-car having projecting side bars, of a rock-shaft connected to the ends of the side bars by clips, the rock-shaft having inwardly-projecting ends which overlie the ends of the side bars to limit the movement of the rock-shaft by engagement with the clips substantially as and for the purpose set forth.

2. In a track-flanger, the combination with a hand-car having side beams which project beyond the platform of the car, a lever attached centrally to the end of the platform, clips attached to the projecting ends of the side bars to hold thereon plates having journals for a rock-shaft or plow-supporting

frame, of a rock-shaft or plow-supporting frame having depending members, plows attached to said depending members, a forwardly-projecting arm and inwardly-projecting end portions which overlie the ends of the side beams of the car and engage the clips so that the clips will limit the rocking movement of the plow-carrying frame, and a link connecting the forward end of the arm to the lever on the platform, substantially as shown and for the purpose set forth.

In testimony whereof we have hereunto set our hands in presence of two subscribing witnesses.

EMIL J. MARTIN.
BENJAMIN F. EMERSON.

Witnesses as to Emil J. Martin:
C. D. GEDDES,
WM. DURRIN.

Witnesses as to Benjamin F. Emerson:
GEO. W. GRANGER,
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