

(No Model.)

J. T. McCOY.

RAIL SWEEPING DEVICE FOR LOCOMOTIVES.

No. 267,238.

Patented Nov. 7, 1882.

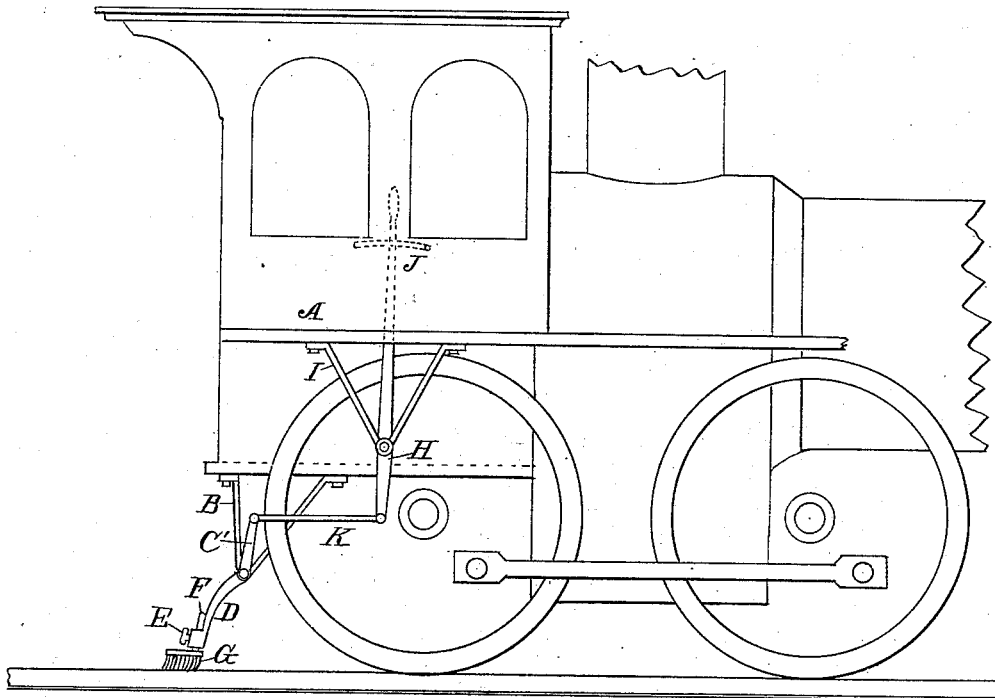


Fig. 1.

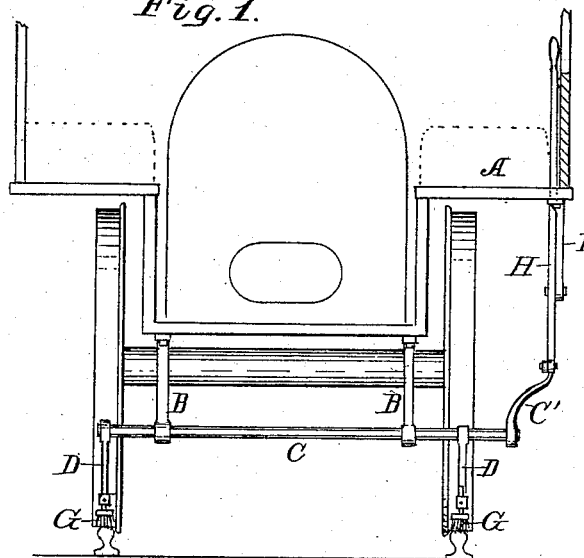


Fig. 2.

Witnesses:
Robert Kirk
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Inventor:
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UNITED STATES PATENT OFFICE.

JAMES T. McCOY, OF McCOY'S STATION, INDIANA.

RAIL-SWEEPING DEVICE FOR LOCOMOTIVES.

SPECIFICATION forming part of Letters Patent No. 267,238, dated November 7, 1882.

Application filed April 24, 1882. (No model.)

To all whom it may concern:

Be it known that I, JAMES T. McCOY, of McCoy's Station, in the county of Decatur and State of Indiana, have invented a new and useful Improvement in Rail-Sweeping Devices for Locomotives, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 is a side elevation of the cab of a locomotive equipped with my improved rail-sweeping device, and Fig. 2 is a rear elevation of the same.

The object of my invention is to provide a rail-sweeping device for locomotives.

It is well known that the sand distributed on the track from the sand-box of the engine offers great resistance to the wheels of the train; and since the sand is principally used on the up-grade it is frequently a very serious matter where trains are heavily loaded.

The design in this invention is to provide a sweeping device located directly behind the drive-wheels, and under the control of the engineer or fireman in the cab.

To this end it consists in placing two hangers, B B, below the floor of the cab, and in these hangers is journaled a cross horizontal shaft, C. Secured to this shaft, and depending therefrom at points directly over the rails of the road, are arms D. These arms project preferably rearwardly and leave sockets at their lower ends, provided with thumb-nuts or bolts E. The handles F of brushes G are placed in these sockets and held in position by means of the bolts or thumb-nuts E.

It is obvious numerous mechanical means may be employed to attach the brush to the arm; but this is one of the most simple devices, the only object in this particular being to employ a removable brush. The object of having the depending arm project rearwardly is to enable the engineer to regulate the pressure of the brush on the track, and also to enable the brush to be raised a sufficient distance from the track without requiring such a long throw of the operating-lever.

The operating-lever H is pivoted to a hanger, I, which depends from the under side of the engineer's seat. The upper end extends into the cab within easy reach of the engineer, and a suitable rack-bar, J, on the side of the cab enables the engineer to adjust and hold the device in position. The lower end of the operating-lever has a link, K, which connects with the upturned crank C' of the cross-shaft C.

What I claim as new is—

In locomotives, and in combination therewith, the cross-shaft C, having the crank C', depending arms D, over the tracks, having the adjustable brushes G, operating-lever H, and connecting-link K, substantially as and for the purpose herein shown.

In testimony that I claim the foregoing I have hereunto set my hand this 20th day of April, 1882, in the presence of witnesses.

JAMES T. McCOY.

Witnesses:

JNO. F. GODDARD,
BENJAMIN W. RICKETTS.