

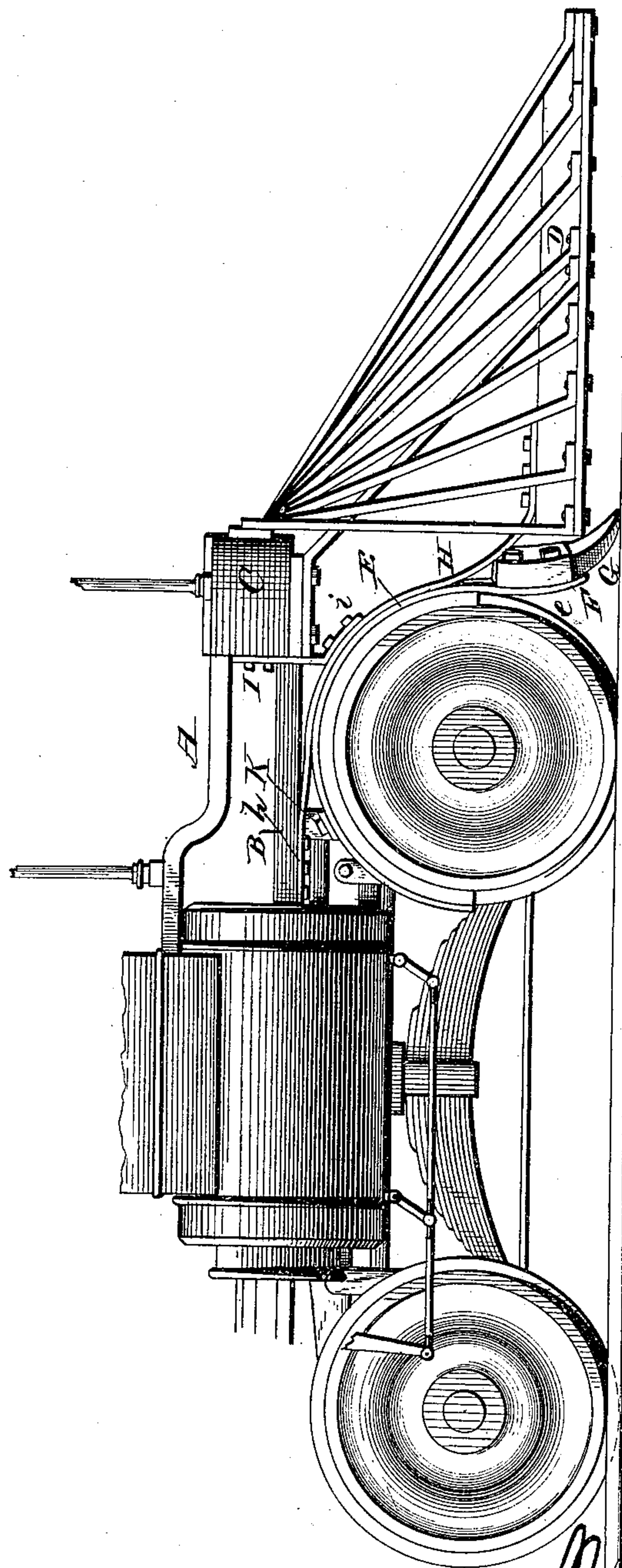
(No Model.)

J. A. CYPERT.

TRACK CLEARER FOR LOCOMOTIVES.

No. 335,509.

Patented Feb. 2, 1886.



WITNESSES

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# UNITED STATES PATENT OFFICE.

JOSEPH A. CYPERT, OF WILLOW SPRINGS, MISSOURI, ASSIGNOR OF ONE-HALF TO JOHN KELLEY, OF SAME PLACE.

## TRACK-CLEARER FOR LOCOMOTIVES.

SPECIFICATION forming part of Letters Patent No. 335,509, dated February 2, 1886.

Application filed November 12, 1885. Serial No. 182,595. (No model.)

*To all whom it may concern:*

Be it known that I, JOSEPH A. CYPERT, a citizen of the United States of America, residing at Willow Springs, in the county of Howell and State of Missouri, have invented certain new and useful Improvements in Track-Clearers for Locomotives; and I do hereby 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 drawing, and to letters or figures of reference marked thereon, which form a part of this specification.

My invention relates to certain new and useful improvements in track-clearers for locomotives; and the same consists in the special construction of a supporting-frame, which has attached thereto a box for receiving a rubber block which forms the track-clearer, so that the same can be attached to the frame of a locomotive of ordinary construction, and so that said guard of the track-clearer will be located in front of the first wheels of the forward truck, as will be hereinafter fully set forth and specifically pointed out in the claims.

In the accompanying drawing, which illustrates my invention, I have shown the same applied to a locomotive, said illustration being a side view of a portion of a locomotive with my improvement attached.

A represents the forward portion of the locomotive, the frame of which is of ordinary construction.

B is one of the longitudinal beams of the frame; C, the forward cross-bar, and D the lower beams of the frame of the pilot or cow-catcher.

E is a semicircular frame or cap, which is adapted to be placed and held in position immediately above or over the front wheel of the forward truck, and portion *e* of said frame E extending downward below the center of the wheel of the forward truck, and is curved slightly forward, and to this end is bolted or otherwise secured a metallic box or socket, F, which is of about the width of the tire of the wheel, said box being adapted to receive a block of rubber, G, said block being curved slightly forward, the

lower end being located immediately above the tread of the rail. The rubber block G can be removed from the box F, or adjusted vertically therein, and said block is preferably of vulcanized rubber, which may, if desirable, be stiffened by having spring metallic bars placed therein when the same is molded, said metallic bars serving to keep the block in shape, but still permitting the same to bend.

H is a curved bar, which is attached to the cap-piece F and extends rearwardly, and is attached at its rear end, *h*, to the beam B of the frame by means of bolts, while its forward end is attached to the beam D of the pilot or cow-catcher.

I is an angular brace, the lower end of which is curved and secured to the cap-piece E and brace H by bolts, as shown at *i*, while its upper end is secured to the cross-bar C of the locomotive-frame.

K represents an angular brace, which is attached to the rear portion of the cap-piece E, and extends inwardly, and is attached to the locomotive-frame, so as to prevent any lateral movement of the guard-holding frame.

It will be seen by the construction hereinbefore described that the guard-holding frame is thoroughly secured and braced to the locomotive-frame, so that the parts will always be in the same position with respect to the wheel of the truck, and that the rubber block or foot-piece will remove from the track any small objects which may be upon the same and which would pass under the cow-catcher. The rubber guard G may be placed in its frame, so as to be at a slight angle with the track, so that it will throw objects outwardly from the track instead of directly forward.

I am aware that it is not broadly new to attach to the frame of a street-car a track-clearing device having a flexible end for removing objects from the track, and I do not claim such device as my invention; but

What I claim as new, and desire to secure by Letters Patent, is—

1. An improved track-clearing device for locomotives, consisting of a frame which is rigidly attached to the locomotive-frame above the truck-wheel, said frame having attached at its lower forward end a box for the reception

of the upper end of a curved rubber block, in combination with such curved block, substantially as shown, and for the purpose set forth.

2. In combination with the frame of a locomotive, a track-clearing device adapted to be attached thereto, consisting of a curved bar, E, which extends over the tread of the truck-wheel, a bar, H, attached thereto and to the frame of the locomotive and pilot, braces I and K, and box F, carrying a forwardly-curved rubber block, substantially as shown, and for the purpose set forth.

3. In combination with a locomotive, a frame consisting of the bars E, H, I, and K, the

bar E having attached at its lower end a box, F, for the reception of a rubber block, so that said rubber block may be carried by the frame and will be at an angle with the track, so as to remove and throw small objects from the track to one side of the same, substantially as shown, and for the purpose set forth.

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

JOSEPH A. CYPERT.

Witnesses:

H. W. BOLIN,  
S. H. SCOTT.