

H. J. SCHWEITZER.
SOD AND DITCH LINE MARKER FOR RAILWAY TRACKS.
APPLICATION FILED MAR. 3, 1909.

943,795.

Patented Dec. 21, 1909.

2 SHEETS—SHEET 1.

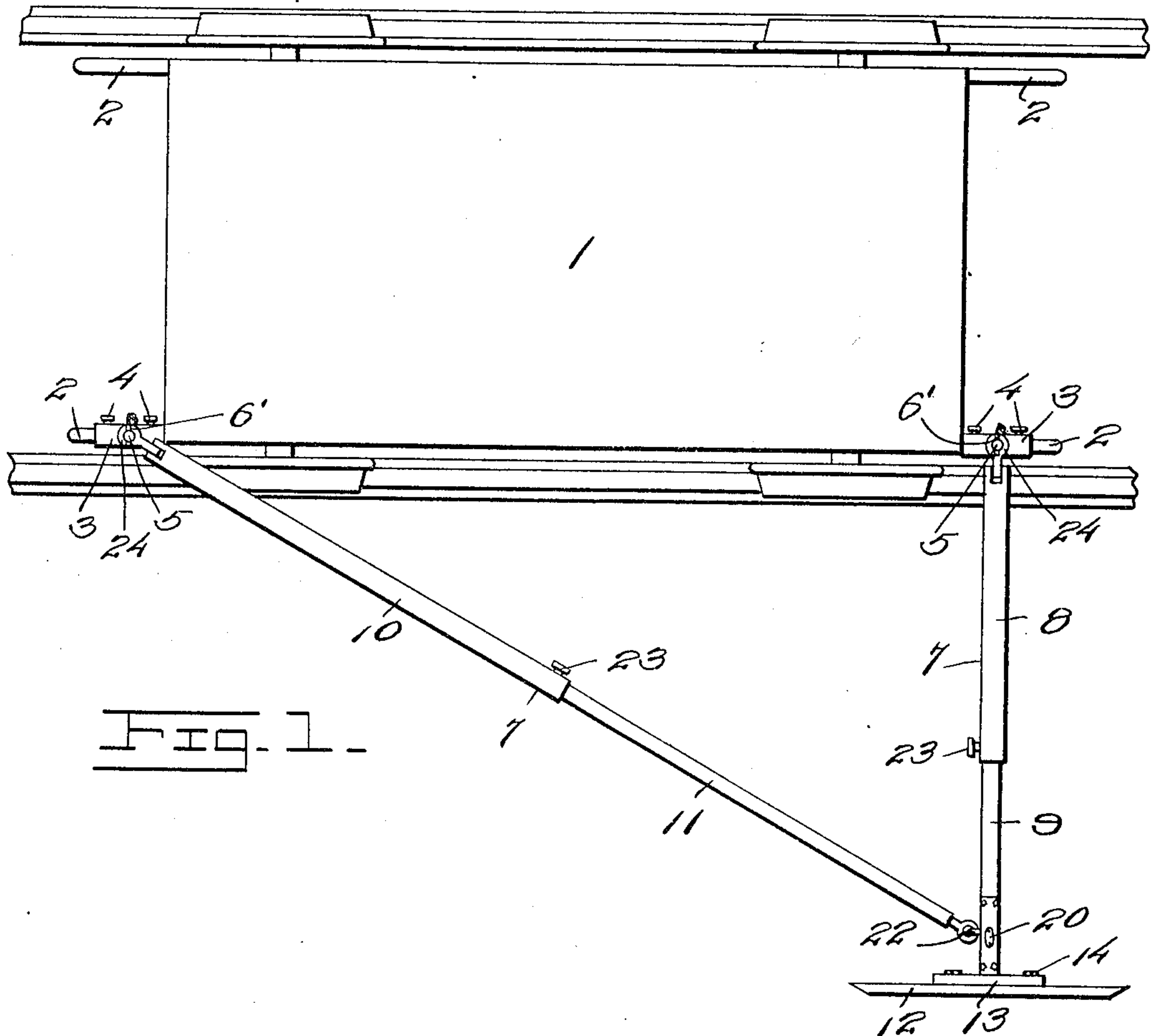


Fig. 1.

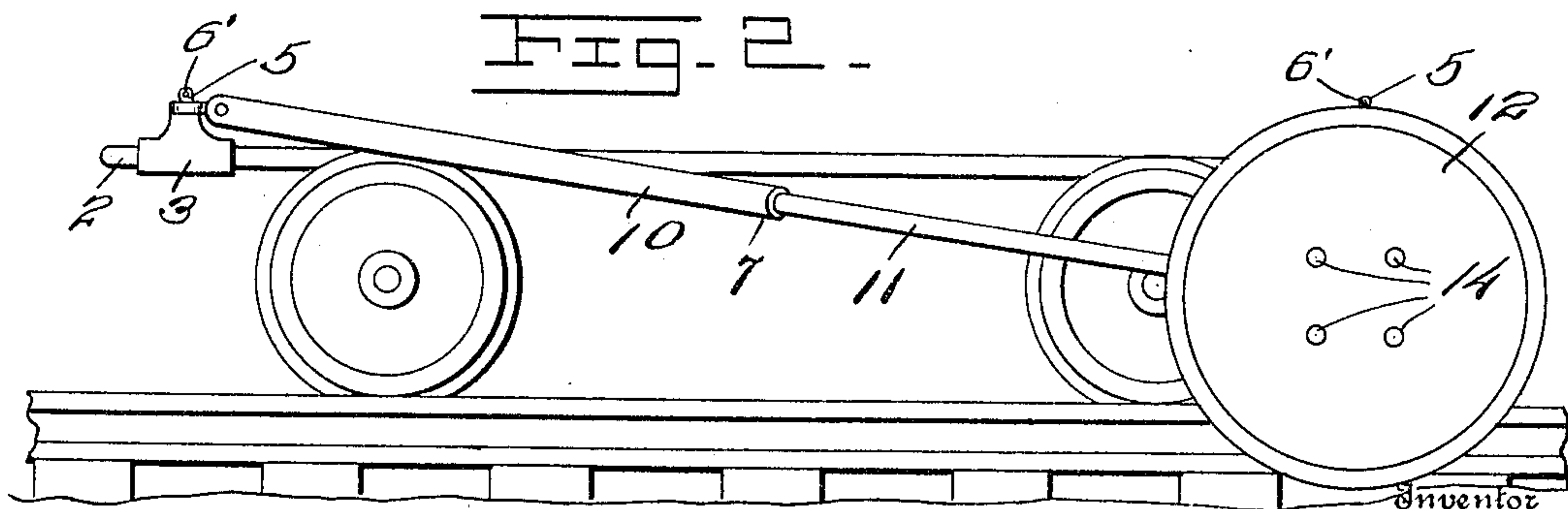


Fig. 2.

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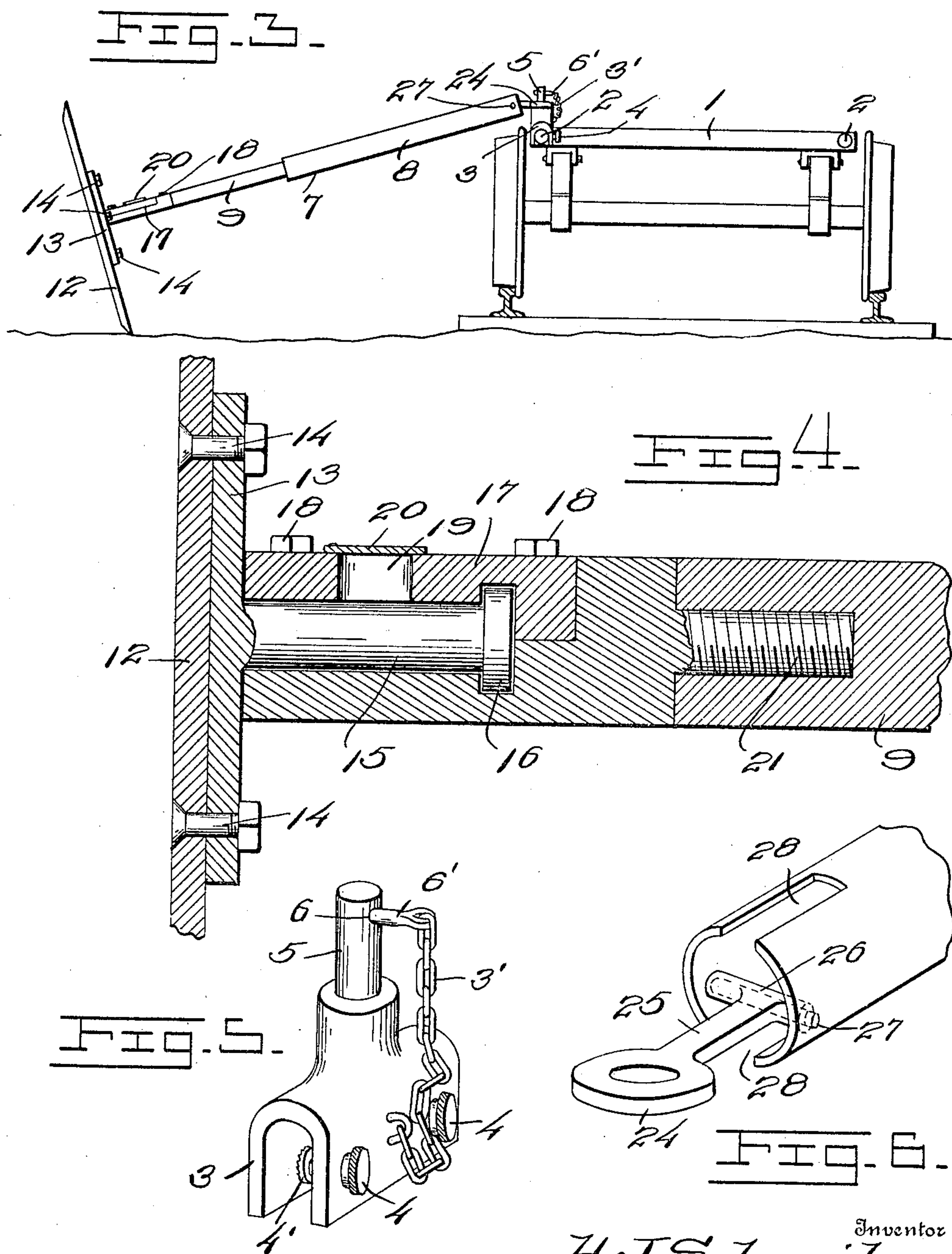
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UNITED STATES PATENT OFFICE.

HERMAN J. SCHWEITZER, OF PUTNEY, SOUTH DAKOTA.

SOD AND DITCH LINE MARKER FOR RAILWAY-TRACKS.

943,795.

Specification of Letters Patent.

Patented Dec. 21, 1909.

Application filed March 3, 1909. Serial No. 481,035.

To all whom it may concern:

Be it known that I, HERMAN J. SCHWEITZER, a citizen of the United States, residing at Putney, in the county of Brown and State of South Dakota, have invented certain new and useful Improvements in Sod and Ditch Line Markers for Railway-Tracks, of which the following is a specification.

This invention relates to a sod and ditch line marker for railway tracks and its primary object is to provide an implement which can be conveniently attached to an ordinary hand or push car so as to be carried thereby and operate to provide a cut within the right of way of the railroad to denote how far out on either side of the track the grass and weeds are to be cut.

Another object is to provide a marking implement which is capable of adjustment to any desired distance from the track.

A further object is to provide means for supporting the implement upon the car so that it may be readily detached when the necessity arises.

A still further object is to provide a means which will allow of the vertical movement of the members supporting the marking disk.

Another object is to provide a simple and inexpensive implement which will be absolutely positive and highly efficient in its operation.

With these and other objects in view the present invention consists in a combination and arrangement of parts, which will be hereinafter more fully described and particularly pointed out in the appended claims, it being understood that changes in the specific structure shown and described may be made within the scope of the claims without departing from the spirit of the invention.

In the drawings forming a part of this specification and in which like numerals of reference indicate similar parts in the several views, Figure 1 is a top plan view showing my improved implement secured to an ordinary hand car, Fig. 2 is a side elevation thereof, Fig. 3 is an end view, Fig. 4 is an enlarged section through the end of the disk carrying arm, Fig. 5 is a detailed perspective view of one of the clamps, Fig. 6 is a similar view of one end of the telescopic sections.

Referring to the drawings, 1 indicates a hand car, of any ordinary or approved construction, provided with the handles 2 at each corner thereof. Secured to two of the handles on one side of the car are the clamps

3. These clamps are preferably secured to the car by means of the two set screws 4, which have their inner ends provided with an enlarged head 4' having a roughened surface to secure a firm hold upon the car. The upper end of these clamps are preferably formed with cylindrical spindles 5, the upper ends of which are provided with apertures 6, the purposes of which will be later described. The lower ends of the clamps are preferably formed jaw shaped and are adapted to embrace the handles upon which they will be securely held by the set screws 4. Arms 7 are supported upon the spindles 5 and comprise the telescoping sections 8 and 9, and 10 and 11.

The outer end of the section 9 is provided with a marking disk 12 which is secured thereto in the following manner: The inner surface of the disk 12 has secured thereto the plate 13, the securing bolts 14 having their heads countersunk in the outer face of the disk 12. Outwardly extending from the center of the plate 13 is a bearing pin 15 having a head 16 formed on its outer end and rotatively mounted in a bearing 17 secured in the outer end of the section 9. This bearing is preferably constructed of two sections secured together by the bolts 18, said sections being provided with a lubricating opening, which is covered by a plate 20 to exclude all dirt and foreign matter. The other section of the bearing box is provided with a screw threaded shank 21 which is adapted to be screwed into the end of the section 9. Also to the lower section of the bearing box is secured the hook 22 which supports the outer end of the arm 7.

The telescoping sections are held in their adjusted position by means of the set screws 23 and the ends of the sections 8 and 10 are provided with rings 24, which engage over the spindles 5 of the clamps 3, and are retained thereon by means of a key 6' which is inserted through the perforation 6. A short length of chain 3' is attached to one end of this key, the other end being suitably secured to the clamping member. To allow for the vertical movement of the implement, due to the unevenness of the ground, I have provided the ring 24 with the short shank 25, the end of which is formed with the bearing 26 through which is adapted to extend the pin 27. This pin extends entirely through the ends of the members 8 and 10, thus securing the rings in the end of said members

and at the same time allowing of their pivotal movement therein. To provide for the reception of the shanks 25 of these members 24, the sections 8 and 10 are provided with
 5 short recesses 28, so that when the disk 12 descends into an unusually deep depression or encounters an obstruction in the roadway, there will be quite a wide range of vertical movement of the arm 7.

10 From the foregoing it will be seen that I have devised an implement which will accomplish the purpose for which it is constructed in a highly satisfactory and efficient manner.

15 Having thus described my said invention, what I claim as new and desire to obtain by United States Letters Patent is:

1. The combination with a car, of arms each consisting of telescoping sections,
 20 mounted upon bearings carried by said car, one end of one of said arms carrying a marking disk having a centrally extending pin provided with a head formed on the outer end thereof, a removable bearing box se-
 25 cured to the outer end of said arm and adapted to provide a seat for said pin to prevent the longitudinal movement thereof, a hook secured to said bearing box adjacent to said disk and a ring upon the other of said
 30 arms engaged by said hook to support said disk carrying arm.

2. The combination with a car, of arms each consisting of telescoping sections mounted on said car, means for securing said
 35 sections in their adjusted positions, one of said arms carrying a marking disk having a centrally extending bearing pin with a head formed on the outer end thereof, a seat for said pin in the outer end of said arm to pre-
 40 vent the longitudinal movement thereof, a removable cover therefor, a lubricating passage in said cover, a hook secured to said bearing adjacent to said disk and means upon the other of said arms engaged by said hook
 45 to support said disk carrying arm.

3. The combination with a car of arms each consisting of telescoping sections mounted on vertical spindles carried by said

car one of said arms carrying a marking disk having a centrally extending bearing 50 pin with a head formed on the outer end thereof, a screw threaded socket on the outer end of said arm, a bearing box provided with a screw threaded shank adapted to be se-
 55 cured in said socket said bearing box forming a seat for said pin to maintain the disk in its adjusted position, a hook adjacent to said disk, secured to the bearing box and a ring upon the end of the other of said arms adapted to engage with the hook upon the
 60 end of said first mentioned arm and support the same.

4. The combination with a car, of clamps carried upon said car, set screws provided with enlarged heads with projections there-
 65 on and adapted to secure said clamps in position, vertical spindles on said clamps, arms each consisting of telescoping sections, a marking disk rotatively mounted on the end of one of said arms, rings pivotally mounted
 70 in the inner ends of said arms and adapted to engage over said spindles said disk carrying arm being supported by the other of said arms, and means for locking said arms upon said spindles. 75

5. The combination with a car, of clamps carried upon said car, thumb screws provided with enlarged heads having projec-
 80 tions thereon and adapted to secure said clamps in position, vertical spindles on said clamps, arms each consisting of telescoping sections, a marking disk rotatively mounted in the outer end of one of said arms, said disk carrying arms being supported by the
 85 other of said arms, rings provided with inwardly extending shanks pivotally mounted in the inner ends of said arms, diametrically opposed recesses in the ends of said arms, and means for locking said arms upon said spindles. 90

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

HERMAN J. SCHWEITZER.

Witnesses:

O. J. MELGARD,
 T. A. HANSEN.