R. R. TAYLOR.

Railroad Track-Clearer.

No. 104,375. Patented June 14, 1870.

Fig. 1

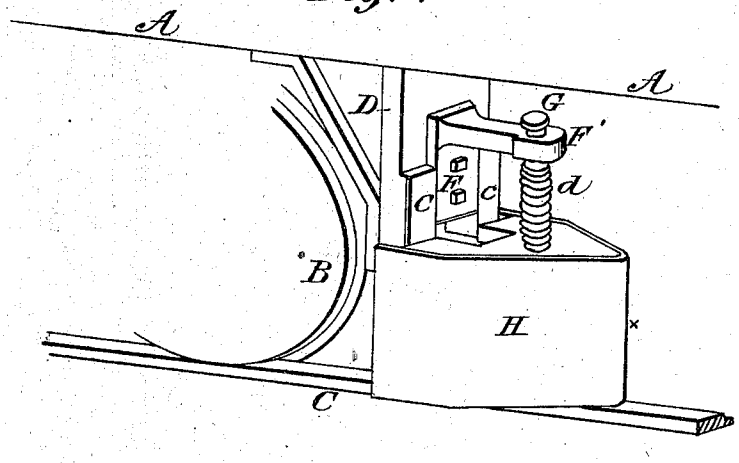


Fig. 2

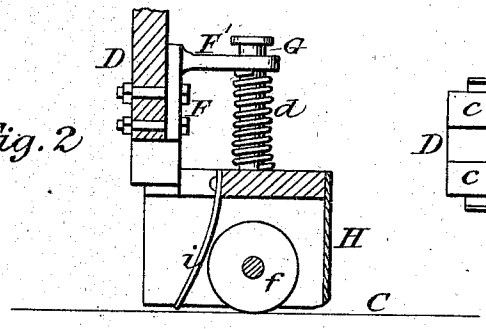
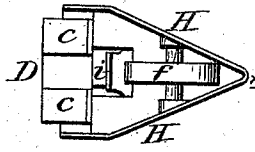


Fig. 3



Witnesses:
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ROBERT R. TAYLOR, OF READING, PENNSYLVANIA, ASSIGNOR TO HIMSELF, JEREMIAH H. BOONE, JONATHAN M. HELLER, AND C. B. BERTOLETTE.

Letters Patent No. 104,375, *dated June* 14, 1870.

IMPROVED RAILWAY-TRACK CLEARER.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, ROBERT R. TAYLOR, of Reading, Berks county, Pennsylvania, have invented an Improved Track-Clearer for Railway-Cars; and I do hereby declare the following to be a full, clear, and exact description of the same.

My invention consists of appliances, fully described hereafter, for clearing snow and ice from the rails of a railroad, the devices being such that they can be readily secured to and as readily detached from the car.

In order to enable others skilled in the art to make and apply my invention, I will now proceed to describe its construction and operation, reference being had to the accompanying drawing which forms a part of this specification, and in which—

Figure 1 is a perspective view of my improved track-clearer for railway-cars;

Figure 2, a sectional view of the clearer; and

Figure 3, an inverted plan view.

In fig. 1 the line A represents the under side of the frame of a car, B part of a car-wheel, and C a portion of one of the rails of the track.

A hanger, D, is secured to and projects vertically downward from the frame of the car, directly in advance of the wheel B, and to the front of this hanger is bolted or otherwise secured a plate, F, in such a manner as to be readily detached therefrom.

On the upper end of the plate F, and forming part of the same, is a projecting arm, F', through an opening in which passes a vertical sliding rod, G, secured, at its lower end, to the clearer H, the latter having two inclined sides, meeting each other at a comparatively sharp front edge, *x*, the rear of the clearer being arranged to slide upon guides, *c c*, of the hanger D.

A spiral spring, *d*, on the rod G intervenes between the arm F and the top of the clearer H, and has a constant tendency to depress the latter.

The clearer, however, is maintained at a proper height above the rail C by a wheel, *f*, which is arranged to turn on a spindle within the clearer, and which projects a short distance below the lower edge of the latter, and bears upon the rail. (See fig. 2.)

There is also within the clearer, and behind the wheel *f*, a thin metal strip, *i*, which bears upon the rail, and scrapes away whatever ice or snow may be left by the clearer, the strip having sufficient spring to yield and pass over slight permanent obstructions.

It will be observed, too, that the lower edge of the clearer is slightly curved upward at the front end, so that it may ride over slight obstructions, the spring *d* permitting the clearer to rise vertically to a limited extent.

The above-described clearer is intended to be placed in advance of each of the front wheels of a car, but only when required for use, as it can, when not needed, be readily detached from its hanger D.

The form of the clearer may be modified without departing from my invention; for instance, instead of being V-shaped, as shown in the drawing, so as to throw the snow on both sides of the rail, the clearer may be of such a form as to push all of the snow to the outside of the track.

I claim as my invention, and desire to secure by Letters Patent—

A clearer, H, containing a wheel, *f*, and connected to a car so as to have a vertical movement independent of the latter, in combination with the spring *d*, or its equivalent, for the purpose described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

R. R. TAYLOR.

Witnesses:

JOHN WHITE,

LOUIS BOSWELL.