2 Sheets—Sheet 1.

W. S. HUNTINGTON.

Car-Track Clearer.

No. 24,463. Patented June 21, 1859.

Fig. 1

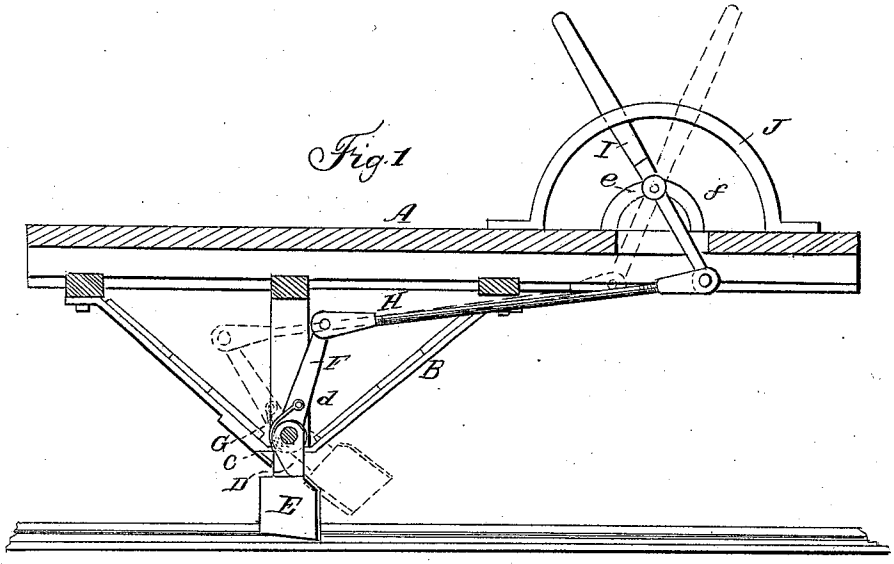
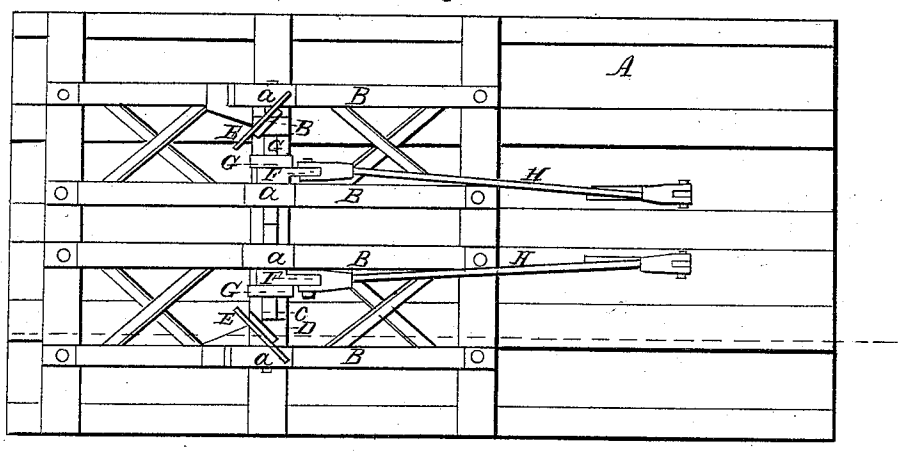


Fig 2.



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Ezra G Bowers

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2 Sheets—Sheet 2.

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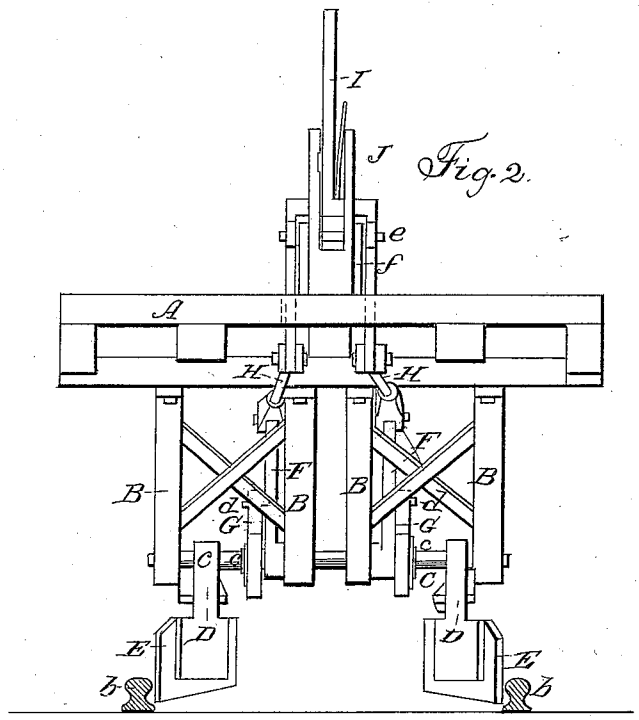


Fig. 2.

Witnesses:
Hiram Cartwright
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Inventor:
W. S. Huntington

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UNITED STATES PATENT OFFICE.

W. S. HUNTINGTON, OF ANDRUSVILLE, NEW YORK.

SNOW-PLOW FOR RAILROADS.

Specification of Letters Patent No. 24,463, dated June 21, 1859.

To all whom it may concern:

Be it known that I, W. S. HUNTINGTON, of Andrusville, in the county of Franklin and State of New York, have invented a new and Improved Snow-Plow; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, in which—

Figure 1, is a side sectional view of my invention applied to a railroad car. Fig. 2, is a back view of the same. Fig. 3, is an inverted plan of the same.

Similar letters of reference indicate corresponding parts in the several figures.

This invention relates to an improved plow for clearing the flanges or inner sides of the rails from snow and is designed to be attached to the baggage or a front car.

The invention consists in the employment or use of scrapers attached to shafts which have springs connected to them and arranged substantially as hereinafter described whereby the scrapers as the car moves along are kept to their work and are made to cast the snow from the inner sides of the rails and at the same time allowed to yield or give to pass over any obstructions, and also rendered capable of being elevated above the rails when not required for use.

To enable those skilled in the art to fully understand and construct my invention I will proceed to describe it.

A, represents the bottom or bed of a railroad car and B, represents four hangers which are attached to the under side of the bottom A, and in line with each other transversely with the car, as shown clearly in Fig. 2. In the lower parts of the hangers B, boxes *a*, are fitted in which the journals of shafts C, C. These shafts are allowed a certain degree of end or lateral play and the inner ends of the shafts C, C, are in contact.

On each shaft C, a pendent arm D, is firmly keyed, and to the lower part of each arm D, a scraper E, is attached. These scrapers are formed of metal plates and have oblique positions, their front edges being nearer together than their back edges, the latter in close proximity to the inner sides of the rails *b*, as shown clearly in Fig. 2.

To each shaft C, near its inner end a collar *c*, is firmly keyed and also an arm F. To each arm F, a pin *d*, is attached, and to each collar *c*, one end of a coil spring G, is secured, the opposite ends of said springs being attached to the pins *d*, of the arms F, see Figs. 1 and 2.

To the upper end of each arm F, a rod H, is attached and the back ends of these rods are connected to the lower divaricated end of a lever I, the fulcrum pin *e*, of which passes through curved supports *f*, attached to the bottom A.

On the bottom A, a semi-circular guide J, is attached in which the upper part of the lever I, works, this guide J, is provided with two notches by which the lever I, is retained in two different positions as indicated by the red and black lines in Fig. 1.

The operation is as follows:—When the lever I, is adjusted in the position as shown in black Fig. 1, the back edges of the plates or scrapers E, E, are retained in close proximity to the rails *b*, in consequence of the springs G, and these springs are sufficiently rigid to permit the plates or scrapers to throw the snow from the inner sides of the rails to the outer side of the track, and in case the plates or scrapers meet with any obstruction such as a crossing plank, the lip of a chair, etc., the springs G will yield or give and the plates or scrapers be thrown back and allowed to pass over the obstruction when the springs will immediately force them back to their proper position. In backing or when the plates or scrapers are not required to be used the brakeman or attendant draws back the lever I, to the position shown in red and the plates or scrapers will be elevated free from the rails as shown in red Fig. 1. In passing over curvatures of the road the end play of the shafts C, permits the plates or scrapers to move laterally to conform to the curvatures.

This invention it will be seen is extremely simple, does not require any particular care or attention and may be readily adjusted so as to be instantly applied to its work or elevated free from it.

I do not claim broadly irrespective of the arrangement shown the employment or use of scrapers attached to a car for the purpose of clearing or removing snow from the rails or track, for scrapers have been used and applied in various ways; but,

I do claim as new and desire to secure by Letters Patent,

The employment or use of the plates or scrapers E, E, attached to arms D, of the shafts C, which shafts have springs G, attached and are connected to an adjusting lever I, by means of the arms E, and rods H, the whole being applied to a car and arranged to operate as and for the purpose set forth.

W. S. HUNTINGTON.

Witnesses:
HIRAM CARTWRIGHT,
EZRA G. BOWERS.