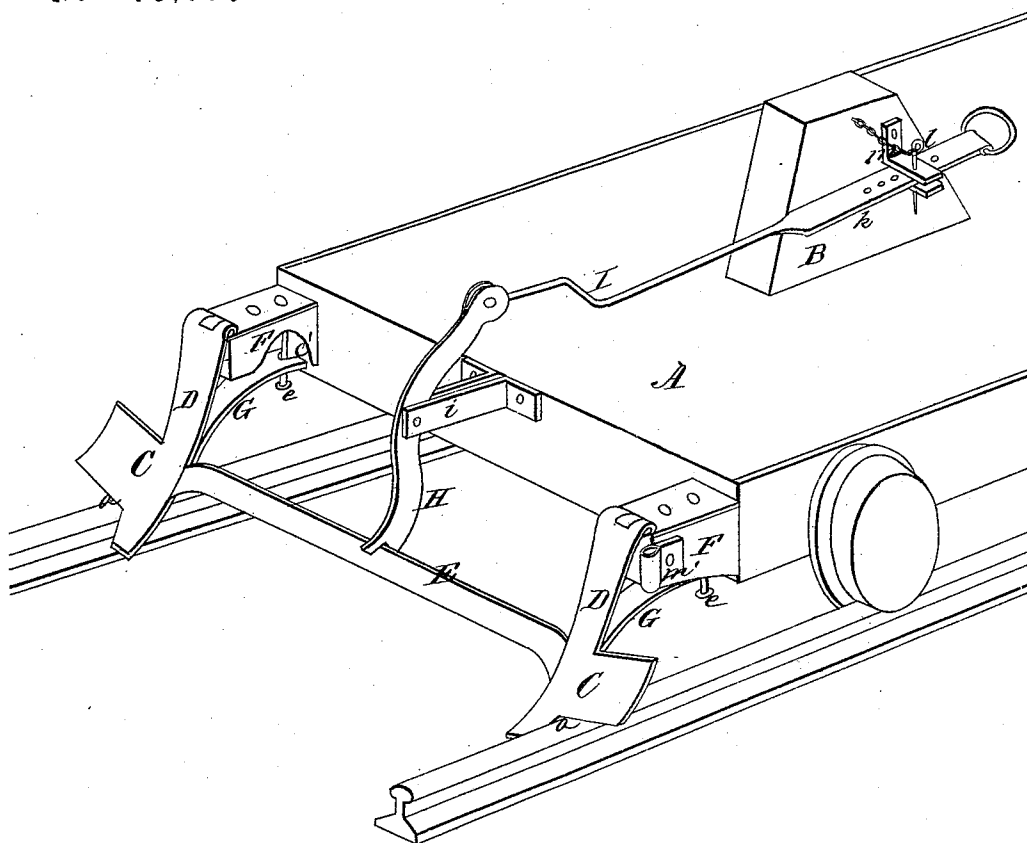


M. PLUCK.
TRACK-CLEARER.

No. 178,950.

Patented June 20, 1876.



Witnesses
Jos. P. Connolly
Anthony Connolly

Miles Pluck

Inventor

Connolly Bros
Attorneys

UNITED STATES PATENT OFFICE.

MILES PLUCK, OF HORICON, WISCONSIN.

IMPROVEMENT IN TRACK-CLEARERS.

Specification forming part of Letters Patent No. **178,950**, dated June 20, 1876; application filed March 31, 1876.

To all whom it may concern:

Be it known that I, MILES PLUCK, of Horicon, in the county of Dodge and State of Wisconsin, have invented a certain new and useful Hand-Car Flanger for Cleaning Snow from Railroad-Tracks; 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification, in which is shown a perspective view of my invention.

This invention has relation to the means for clearing obstructing snow from railroad-rails; and it consists in the novel construction, combination, and arrangement of the devices constituting said means, the same being applied to an ordinary hand-car, and operated in the manner hereinafter described.

Referring to the accompanying drawings, A designates a hand-car of usual construction. B designates the box or frame which contains the mechanism, or a portion thereof, for propelling the car, and from which projects the operating crank or cranks. CC designate two plows, adapted to pass over the surfaces of the rails, and having their lower edges recessed, as at *a*, to form side scrapers for the inner sides of the rails. DD are the standards or arms supporting the plows, and E is a transverse bar connecting the latter together. The standards DD are hinged, as shown, to the projecting portions F of the car, so as to be movable. GG are spring-braces projecting backwardly from the plows, and impinging against pins *e*, depending from the car. The ends of said braces are notched, as seen at *e'*, to embrace or receive said pins. The snow is removed from the rails by the plows and cast off to either side of the track, the plows for this purpose being placed obliquely, with their concave

surfaces or faces toward the outside of the rails. H designates a lever pivoted at the end of an arm, *i*, projecting from the end of the car. The lower end of the lever is notched to receive and hold the transverse bar E, through which the plows are raised and lowered, according to the depth of snow. To the upper end of the lever a horizontal rod, I, is pivoted, and extended back to within convenient reach of the occupants and operators of the car. The flattened portion *k* of said lever is pierced at intervals to receive a pin, *l*, passed through from a bracket, *m*, on which said arm or bar slides. This pin serves to retain the bar at any desired adjustment. For convenience, the pin is chained to the car.

In lieu of holes in the bar, a suitable rack may be substituted.

The plows and operating devices are readily removable when not in use.

The sockets *m'* may be used for the reception of brooms or brushes to follow the plows.

Having now described my invention, I claim as new and desire to secure by Letters Patent—

1. The braces G and pins *e*, in combination with the plows C, substantially as described and shown.

2. The combination, with the truck or hand-car A, having the box or frame B, provided with the retaining-bracket *m*, of the perforated arm I, pin *l*, lever H, bracket *i*, transverse bar E, hinged adjustable plows C, notched braces G, and pins *e*, substantially as shown and described.

In testimony that I claim the foregoing I have hereunto set my hand this 19th day of November, 1875.

MILES PLUCK.

Witnesses:

W. A. VAN BURT,
CHARLES ALLEN.