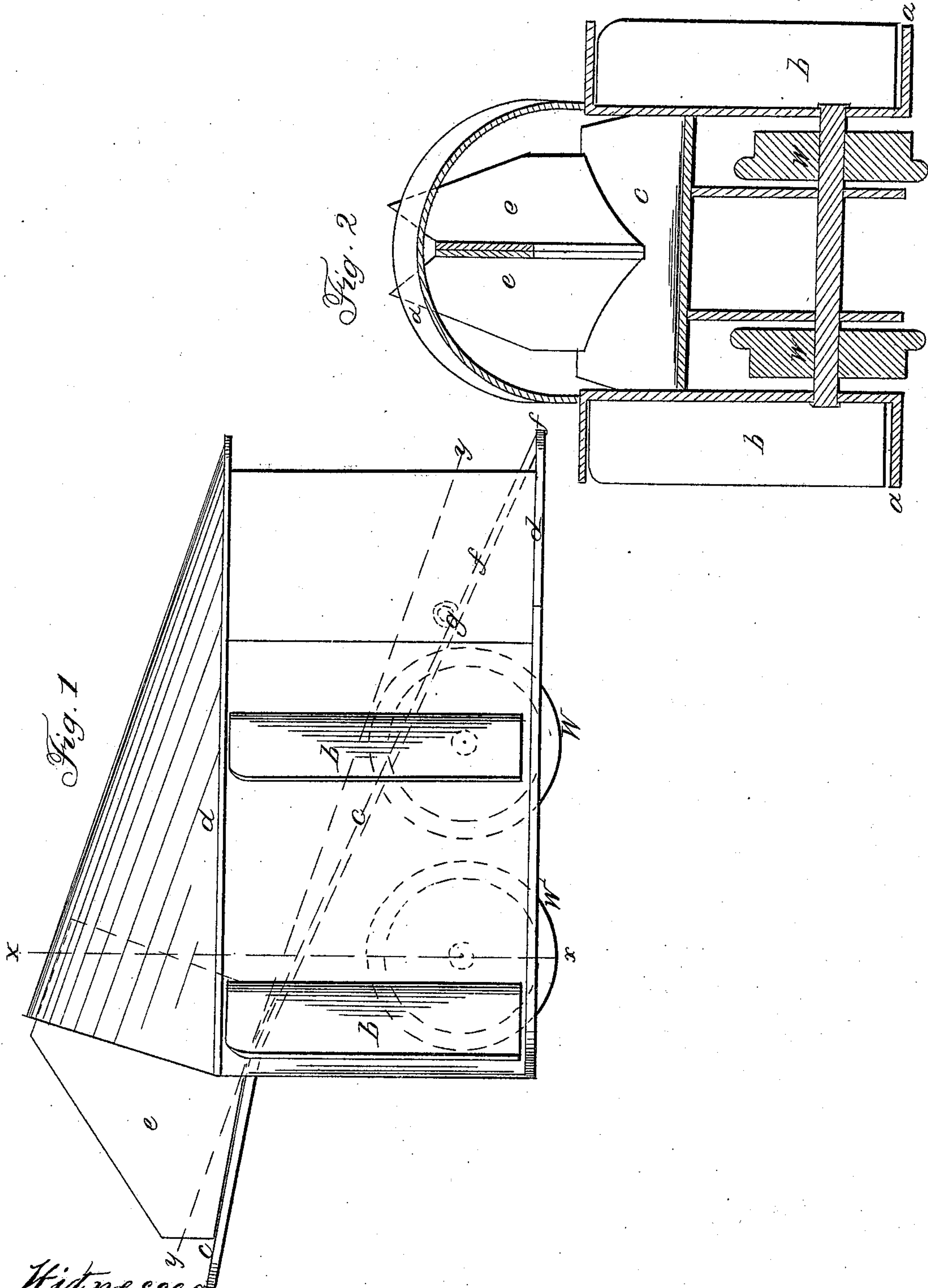


W. RHOADS.
Car-Track Clearer.

2 Sheets—Sheet 1.

No. 23,709.

Patented Apr. 19, 1859.



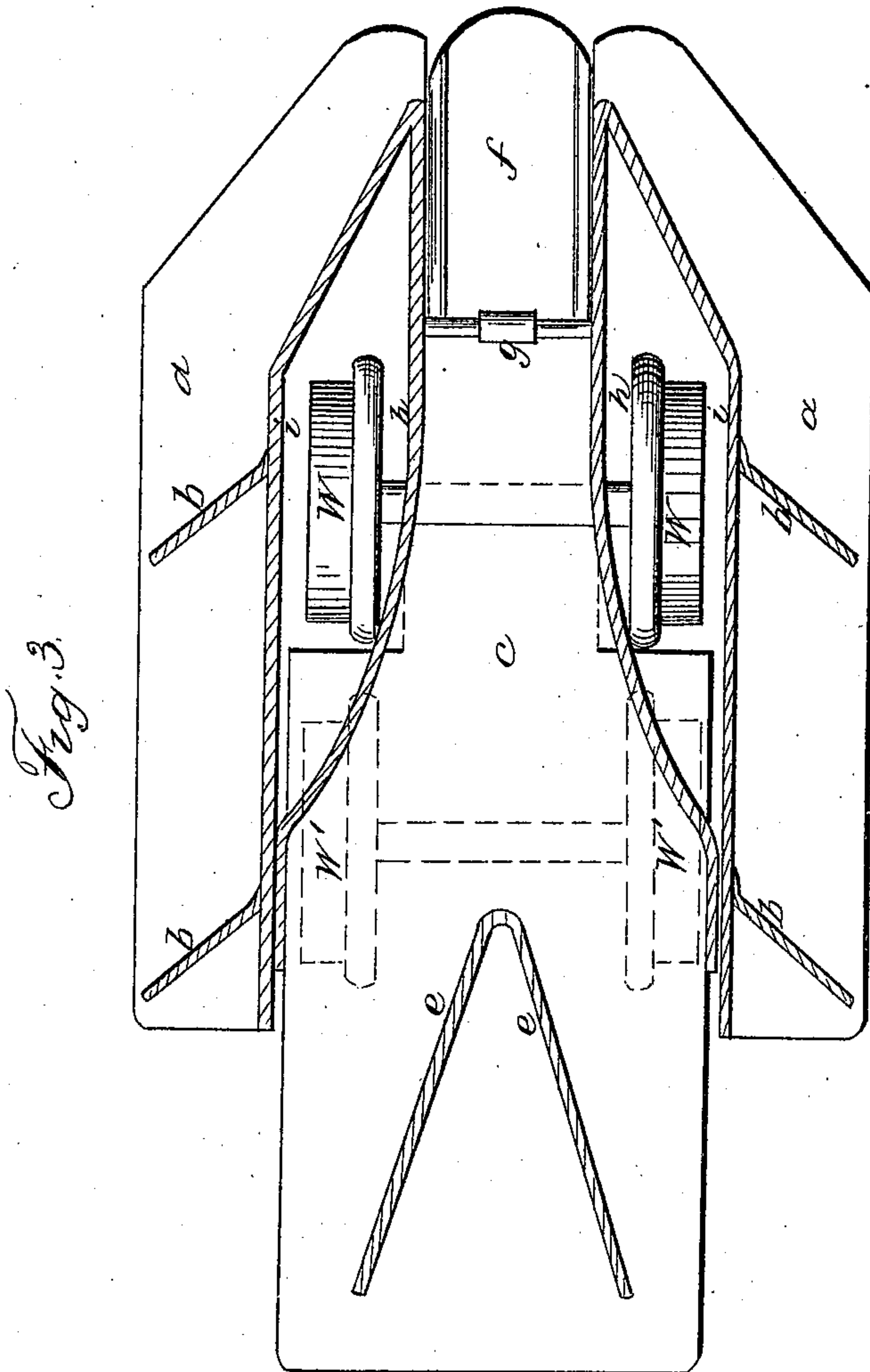
Witnesses:
Geo Patten
1859

Inventor
Willard Rhoads

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Witnesses.
Geo Patten.
AB Lee.

Inventor
Willard Rhoads

UNITED STATES PATENT OFFICE.

WILLARD RHOADS, OF BALTIMORE, MARYLAND.

SNOW-PLOW FOR RAILROADS.

Specification of Letters Patent No. 23,709, dated April 19, 1859.

To all whom it may concern:

Be it known that I, WILLARD RHOADS, of Baltimore, in the county of Baltimore and State of Maryland, have invented a new and useful Improvement in Railroad-Track Clearers and Snow-Plows; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawing, forming part of this specification, in the several figures of which similar characters of reference denote the same part.

Figure 1 is a side view of the track clearer. Fig. 2 is a cross section on $x x$. Fig. 3 is a section on $y y$.

The nature of this invention consists in the construction of snow plows or railroad track cleaners with a flat projecting flange extending from the point along the bottom of the sides of the clearer attached horizontally and at right angles to the sides of the clearer, and working when in use parallel to the rails of the track; the faces of the clearer being vertical, and furnished with a series of pressing wings. The operation being to cut the snow near the rail, and force it laterally from the track, instead of lifting it as usual. The weight of snow upon the flange tending to keep the clearer upon the road.

In the drawing $w w'$ are the wheels of the clearer, and $i i$ the vertical sides having the flat projecting flanges $a a$ and the projecting wings $b b$. The front piece f' for clearing the space between the rails is hinged at g , so as to be turned up if desired. When in the position shown in the drawing it constitutes the lower part of an inclined plane c , which forms the bottom of the chamber having the roof d . In this chamber are the two wings $e e$ which will throw the snow off at the sides.

The main feature of my clearer is the flange a which by cutting the snow near the rail permits it to be pushed laterally and by the weight always on the flange keeps the clearer on the track.

I claim—

The projecting flange a in combination with the vertical sides b in the construction of railroad track clearers.

In testimony whereof I have hereunto signed my name before two subscribing witnesses.

WILLARD RHOADS.

Witnesses:

WM. H. HAYWARD,
DANIEL D. GILL.