

C. C. ELLIOTT.
Car-Track Clearer.

No. 62,535.

Patented Mar. 5, 1867.

Fig. 1.

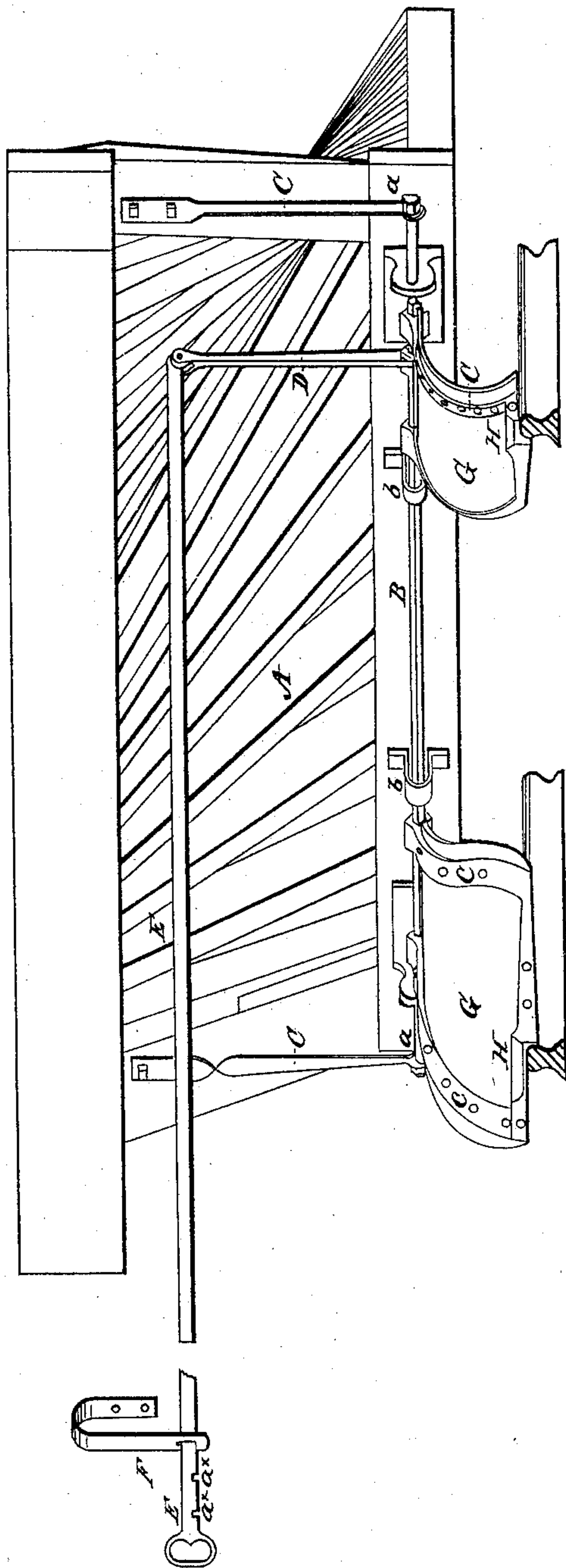


Fig. 2.

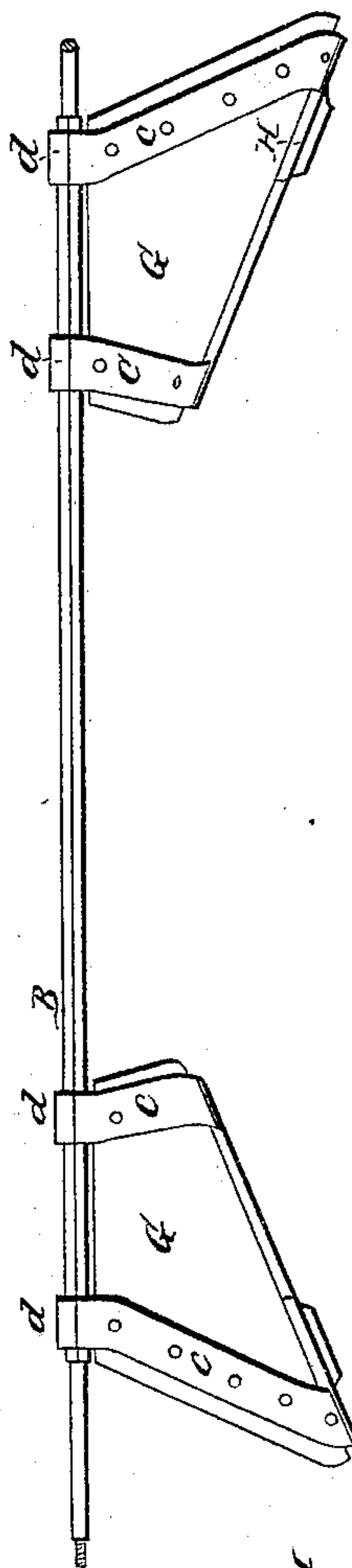
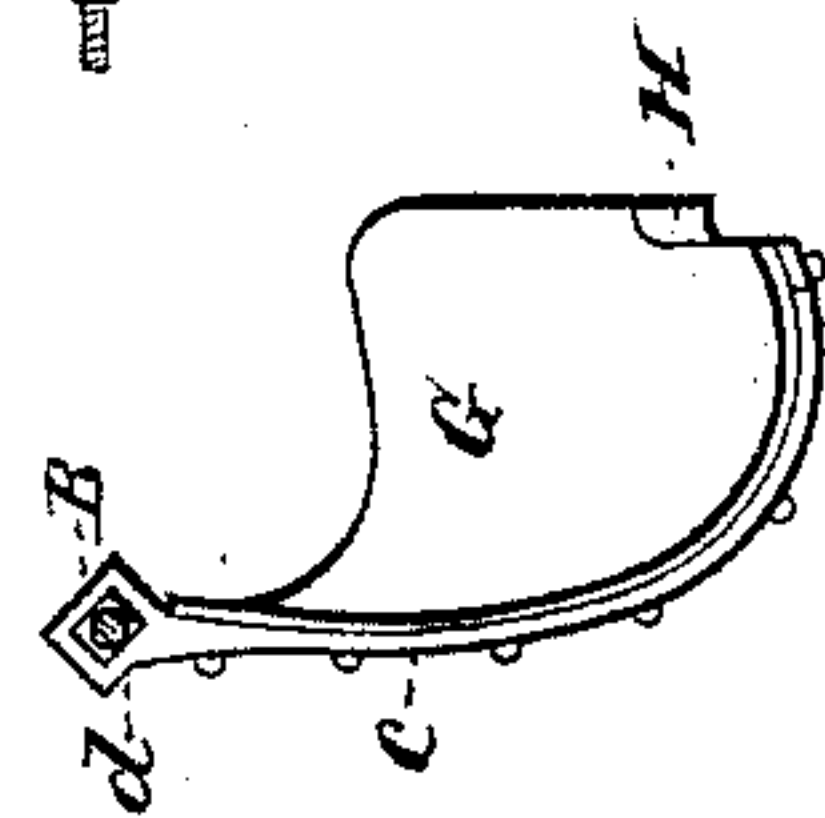


Fig. 3.



Witnesses:

T. A. Jackson.
Wm. Spewm

Inventor:

C. C. Elliott.

United States Patent Office.

C. C. ELLIOTT, OF ESCONAWBA, MICHIGAN.

Letters Patent No. 62,535, dated March 5, 1867.

IMPROVED SNOW-SCRAPER FOR LOCOMOTIVES, &c.

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, C. C. ELLIOTT, of Esconawba, in the county of Delta, and State of Michigan, have invented a new and improved Snow-Scraper for Locomotives and Cars; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable those skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a perspective view of my invention, applied to a "pilot" or "cow-catcher" of a locomotive.

Figure 2, a detached plan or top view of the scrapers.

Figure 3, a section of one of the scrapers, taken in the line *x x*, fig. 2.

Similar letters of reference indicate corresponding parts.

This invention has for its object the constructing of scrapers and the attaching of the same to a "pilot" or "cow-catcher" of a locomotive, or directly to a car, in such a manner that the rails will have the snow scraped from them in a perfect manner, so as to leave a free or unobstructed surface for the car wheels to run upon, and the scrapers allowed to yield both vertically and laterally, so as to conform to the unevenness of the rails.

A represents a "pilot" or "cow-catcher," which may be constructed and applied to a locomotive in the usual or any proper manner, and B is a horizontal shaft, the ends of which are fitted in bearings *a a* at the lower ends of springs C C, secured one at each side of the rear of the "pilot" or "cow-catcher," the shaft B also passing through guides or bearings *b b*, which admit of a longitudinal movement of the shaft. D is an arm, which extends upward from the shaft B, and has a bar, E, pivoted to its upper end, said bar being supported at its outer end in a spring, F, and connected therewith by notches *a x*, which spring admits of a longitudinal play or movement of the bar E when necessary. On this shaft B there are secured two scrapers G G, of curved form, their front or face sides being concave, as shown clearly in figs. 1 and 3. These scrapers have metal straps *c* riveted to their rear sides, and formed with eyes *d* at their upper ends, which eyes are keyed or otherwise secured on the shaft. The lower ends of the scrapers have steel shoes H attached to them to work over the upper surfaces and sides of the rails, as shown clearly in fig. 1. From the above description it will be seen that as the locomotive or car is propelled along, the scrapers will scrape the snow off from the rails, the spring F, in which the bar E rests, keeping the scrapers down to their work, but still allowing the latter to rise to conform to the inequalities of the surface of the rails, while the springs C C admit of the scrapers having a lateral play or movement to conform to any lateral irregularities, curves, or inequalities of the rails. The device is extremely simple, and may be constructed and applied at a small cost to either steam or horse cars.

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

The springs C, arm D, and notched bar E, and spring F, in combination with the scraper-carrying shaft B, when applied and operating substantially as described, for the purpose specified.

C. C. ELLIOTT.

Witnesses:

H. ANDERSON,
GEO. W. CUSHING.