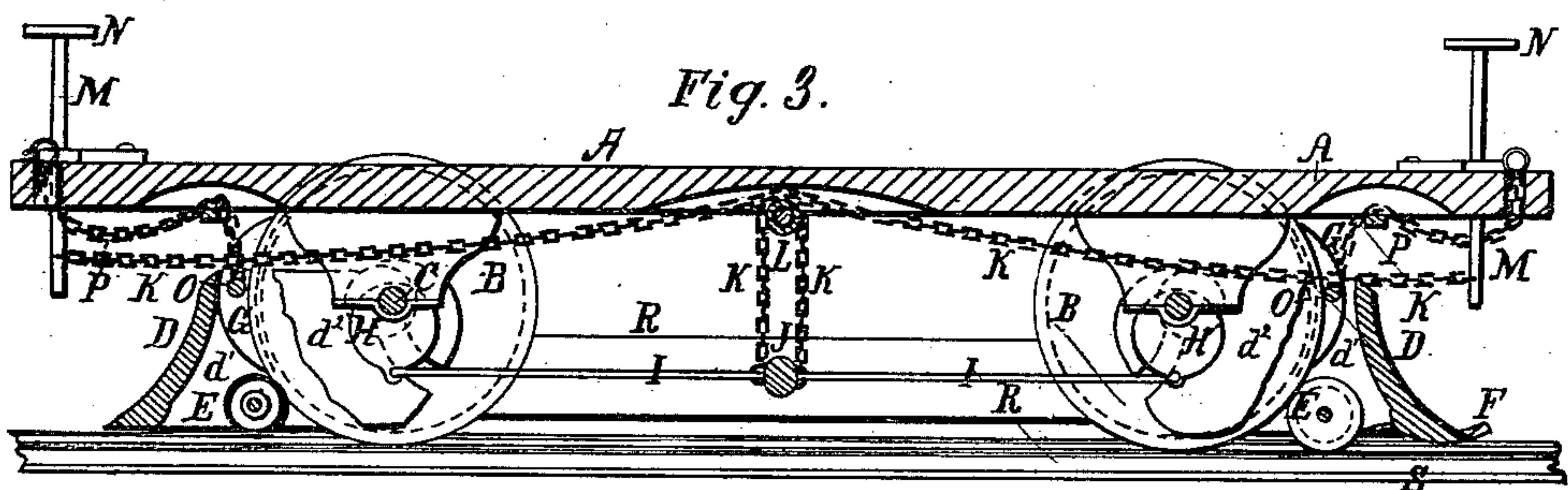
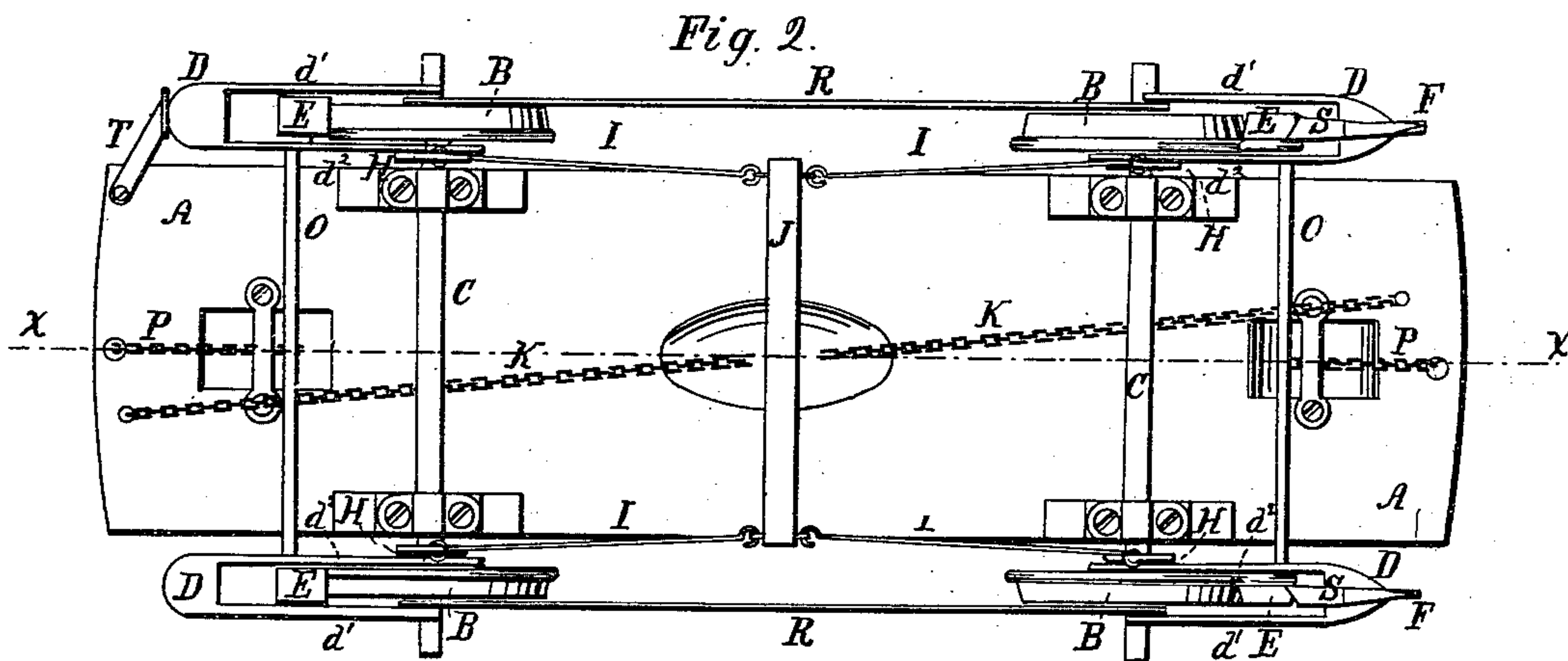
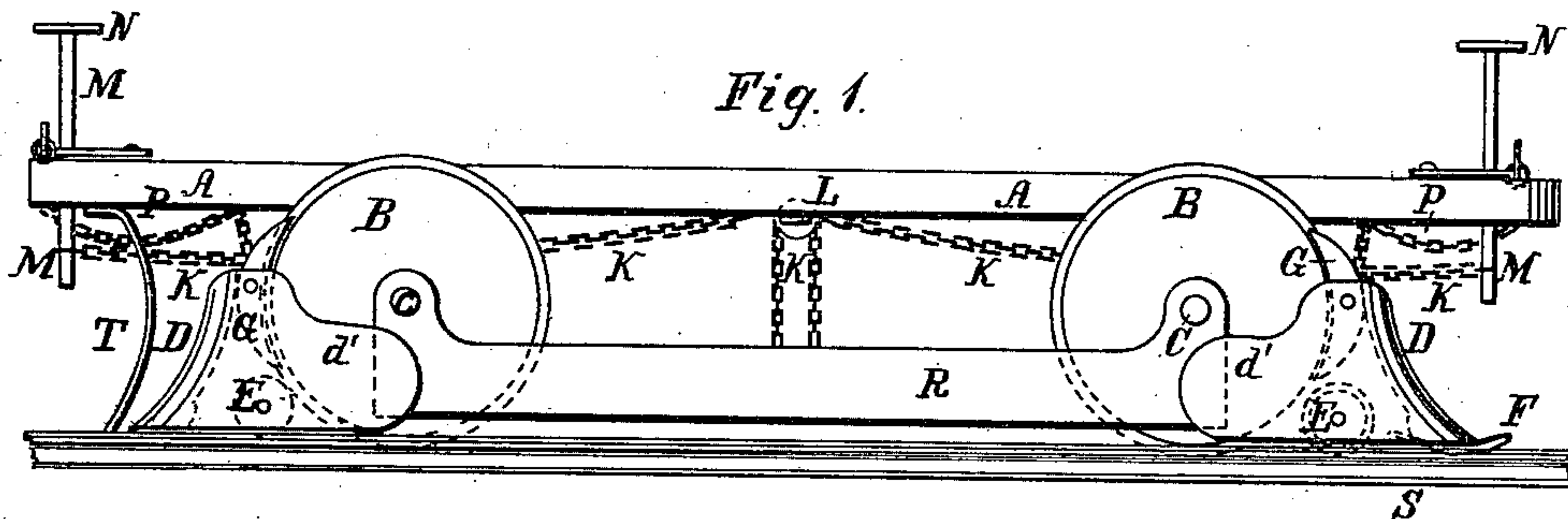


W. KING.
RAILWAY TRACK CLEARER.

No. 64,541.

Patented May 7, 1867.



Witnesses.

Theo Tusche
J. A. Service

Inventor.

Waton King
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United States Patent Office.

WATSON KING, OF SPRINGFIELD, ILLINOIS.

Letters Patent No. 64,541, dated May 7, 1867.

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, WATSON KING, of Springfield, in the county of Sangamon, and State of Illinois, have invented a new and improved Track-Clearer for Railroad Cars and Locomotives; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side view of a platform car to which my improvements have been attached.

Figure 2 is an under side view of the same.

Figure 3 is a vertical longitudinal section of the same, taken through the line *x x*, fig. 2.

Similar letters of reference indicate like parts.

My invention has for its object to so improve the construction of cars for running upon horse and other railroads that the cars may clear and clean the track for themselves by removing obstructions, and thereby preserving life by rendering it impossible for any one who may have accidentally fallen upon the track to be run over by the wheels of the car; and it consists in a shield placed around the forward and lower part of the wheels to remove obstructions from the track; in placing a small wheel beneath and within the shield to support its forward end; in attaching a steel point to the forward end of the lower edge of the shield to prevent the end of the shield from striking the ends of the rails; in the combination of a brake-iron or shoe with the shield; in operating the brake by an eccentric placed upon the axle of the car; in the combination and arrangement of bars, rods, and chains for operating the brakes, and in connecting each pair of shields by means of a cross-bar so as to keep them in proper relative position with each other and with the track.

A represents the body or platform; B the wheels, and C the axles of the car, about the construction of which parts there is nothing new. D are the shields, which are made with a heavy curved forward edge, as shown in the drawings, and with side-plates *d*¹ and *d*² overlapping the sides of the wheels. The inner side-plate *d*² is made longer than the outer one so that it may ride upon the axle C, as shown in figs. 2 and 3. The forward part of the shields D are supported by small wheels E, the journals of which revolve in bearings formed in or attached to the side-plates of the shields D. The wheels E may be made with or without flanges, as may be desired. F is a steel point attached to the forward end of the bottom of the shield D, and curved upward, as shown in figs. 1 and 3, for the purpose of preventing the end of the shield from striking against the ends of the rails. The said point also cuts into and breaks up any ice that may have formed upon the said rails. G are the brake-shoes or rubbers which are pivoted between the plates *d*¹ and *d*² of the shield D. H are eccentrics riding upon the axles C, and which are so connected with the inner side-plates *d*² of the shields D that by turning them the shields D and shoes G will be drawn back so that the said shoes will be made to hug the rim of the wheels B, and thus stop their revolution. I are rods, one end of which is attached to the lower edges of the eccentrics H, and their other ends are attached to the ends of the cross-bar J, as shown in fig. 2. To the middle part of the cross-bar J are attached two chains, K, which pass over a friction-roller, L, attached to the under side of the bottom A of the car; thence the chains pass to each end of the car, and are attached to the lower end of the vertical shafts M, which pass up through the platforms of the car and have hand-wheels N attached to their upper ends. By turning the shaft M the chains K are wound up, thereby raising the shields D and operating the eccentrics H to apply the brakes. Each pair of shields D are connected by a cross-bar, O, which keeps them in a line with the rails and with each other. To the middle part of the bars O are attached chains P, that pass up through the platforms of the car, so that by drawing upon these chains the projecting ends of the shields may be raised from the track and held by passing a link of the said chains over a hook or pin. R are side-plates hung from the ends of the axles to prevent anything from falling between the wheels of the car. S are steel springs attached to the under side of the forward end of the shields D, just in front of the small wheels E, to remove dust, dirt, ice, or snow from the top of the rails. If desired the springs S may be omitted, and the steel springs T attached to the bottom of the car in such a position that their lower ends may be close to the top of the rail, just in front of the shield D, so as to remove dirt, dust, ice, or snow from the said rails.

What I claim as new, and desire to secure by Letters Patent, is—

1. Operating the shields D and brake-shoes G by means of the eccentrics H, upon the shafts C, substantially as herein shown and described for the purpose specified.
2. In combination with the parts of the above I claim the rods I, cross-bar J, chains K P, friction-roller L, cross-bar O, and springs S T, as herein set forth for the purpose specified.

WATSON KING.

Witnesses:

EUGENE L. GROSS,

JAMES L. ADAMS.