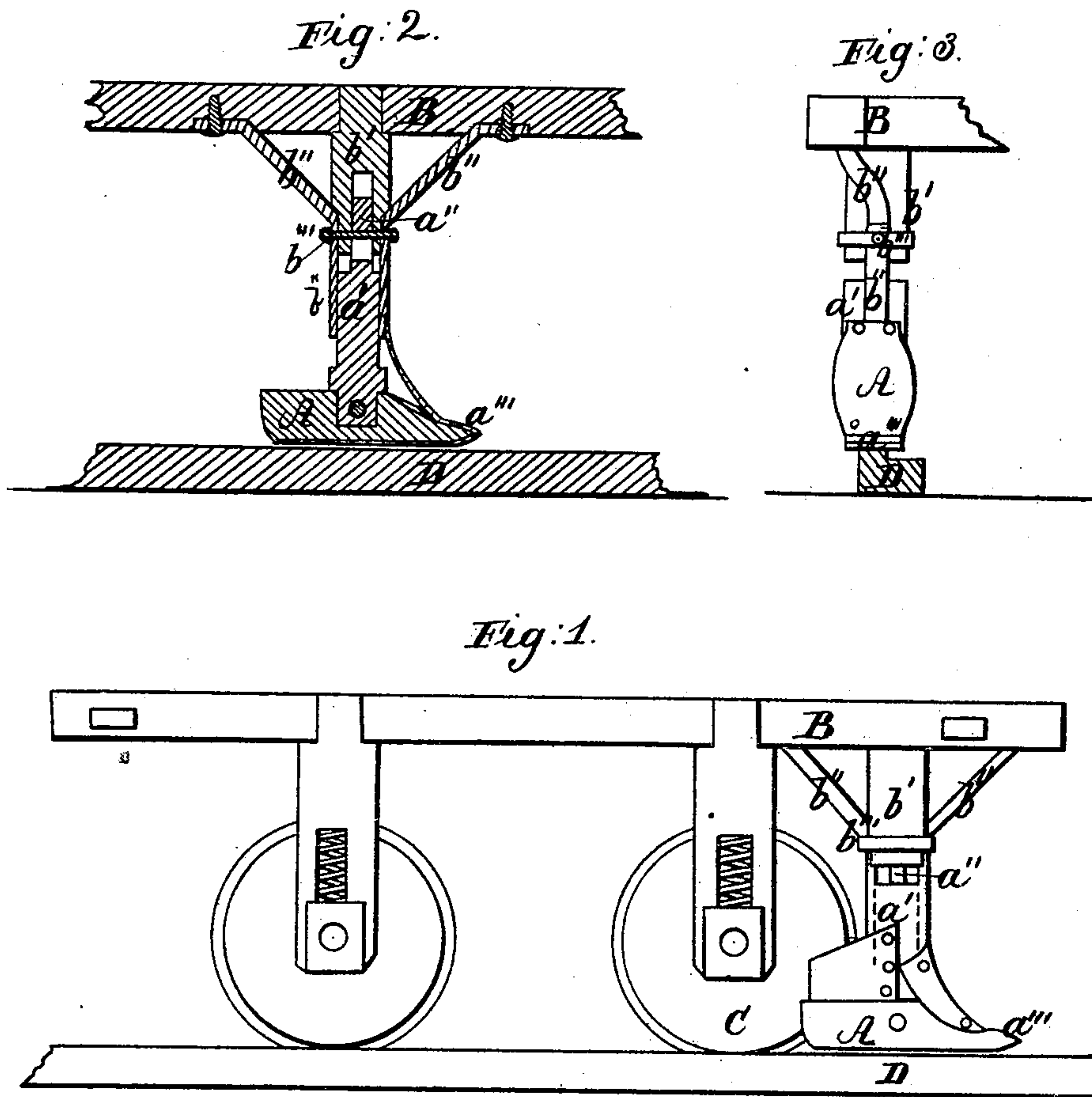


C. F. RILEY.
TRACK CLEARER FOR RAILROADS.

No. 79,600.

Patented July 7, 1868.



Witnesses;
Benjamin Morison
Wm. F. Morison

Inventor;
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United States Patent Office.

CHRISTIAN F. RILEY, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO HIMSELF AND JACOB P. DAVID, OF SAME PLACE.

Letters Patent No. 79,600, dated July 7, 1868.

IMPROVED TRACK-CLEARER FOR RAILROADS.

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, CHRISTIAN F. RILEY, of the city of Philadelphia, in the State of Pennsylvania, have invented a new and useful Improvement in a Life and Limb-Protecting Track-Clearer for Railway-Cars; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a side elevation of the said device as applied to a car.

Figure 2 a central longitudinal vertical section, and

Figure 3 a front elevation of the same—

Like letters of reference indicating the same parts when in the different figures.

The object of my improvement is to afford a more simple and reliable automatically-operating device, to be applied before the forward wheels of a railway-car, which will not only rise and fall so as to pass over any elevation or depression in the track, but will run or slide under, and turn aside from the wheels the limbs or body of a person who may be in front of the said car-wheels and protector, when the car is in forward motion.

My invention consists of an oblong block or foot, suspended from the frame of the car, so that while it will be free to rise and fall just over the track, it will extend forward of and along the outer side of the said wheels, substantially in the manner hereinafter described.

Referring to the drawings, A is the foot, suspended from the frame B of the car, in front of the forward car-wheel C, on the track D.

The foot is an oblong block of wood, having a flat, straight bottom, rounded upward in rear and front, and shod with an iron plate, so as to render it more durable against the sliding motion to which it is liable on the track D, when the car is in motion over an uneven track.

Its toe or forward end, a''' , is gradually thinned downward, and will pass readily under the arm, leg, or body of a person fallen or lying on the track D. Its rear end is adapted to extend backwards along the lower outer edge of the car-wheel C.

This foot A is fixed to a leg, a' , which has a slotted tenon, a'' , on its upper end, that slides up and down in a corresponding hole in another piece, b' , which is fixed to project downward from the frame B. This latter piece b' is stayed by bracing-bars b'' , which also extend downward and into respective grooves in the front and rear sides of the leg a' , so as to strengthen the latter in its vertical position.

A detachable pin, b''' , passes horizontally through the piece b' , and the slot in the tenon a'' , and thus holds the foot near to or at a little distance above the track D, and at the same time allows the former to rise and fall as any slight inequalities on the track may require.

In the operation of this device, the arm, foot, leg, or body of a person falling or lying upon the track, will be underrun by the toe a''' of the foot A, when the car is in forward motion, and be thrown aside out of any danger of being passed over by the wheel C, while any slight obstruction on the track, or unevenness in the rail, will be passed over by the shoe without causing any injurious effect, either upon the shoe or the car.

The device is simple of construction, not liable to get out of order in use, is no hindrance to the motion of the car, and is found to be entirely reliable as a life and limb-protector for railway-cars.

Having thus fully described my improvement, what I claim as new therein of my invention, and desire to secure by Letters Patent, is confined to the following, viz:

I claim a life and limb-protecting track-clearer for railway-cars, consisting of a foot, A, and leg a' , constructed and applied in front of the wheels, so as to move upward and downward in the vertical direction described, from any unevenness of the track during the forward motion of the car, and so that its forward end may underrun and turn aside the limbs or body of a person fallen or lying upon the track, substantially in the manner described.

CHRISTIAN F. RILEY.

Witnesses:

BENJ. MORISON,

WM. H. MORISON.