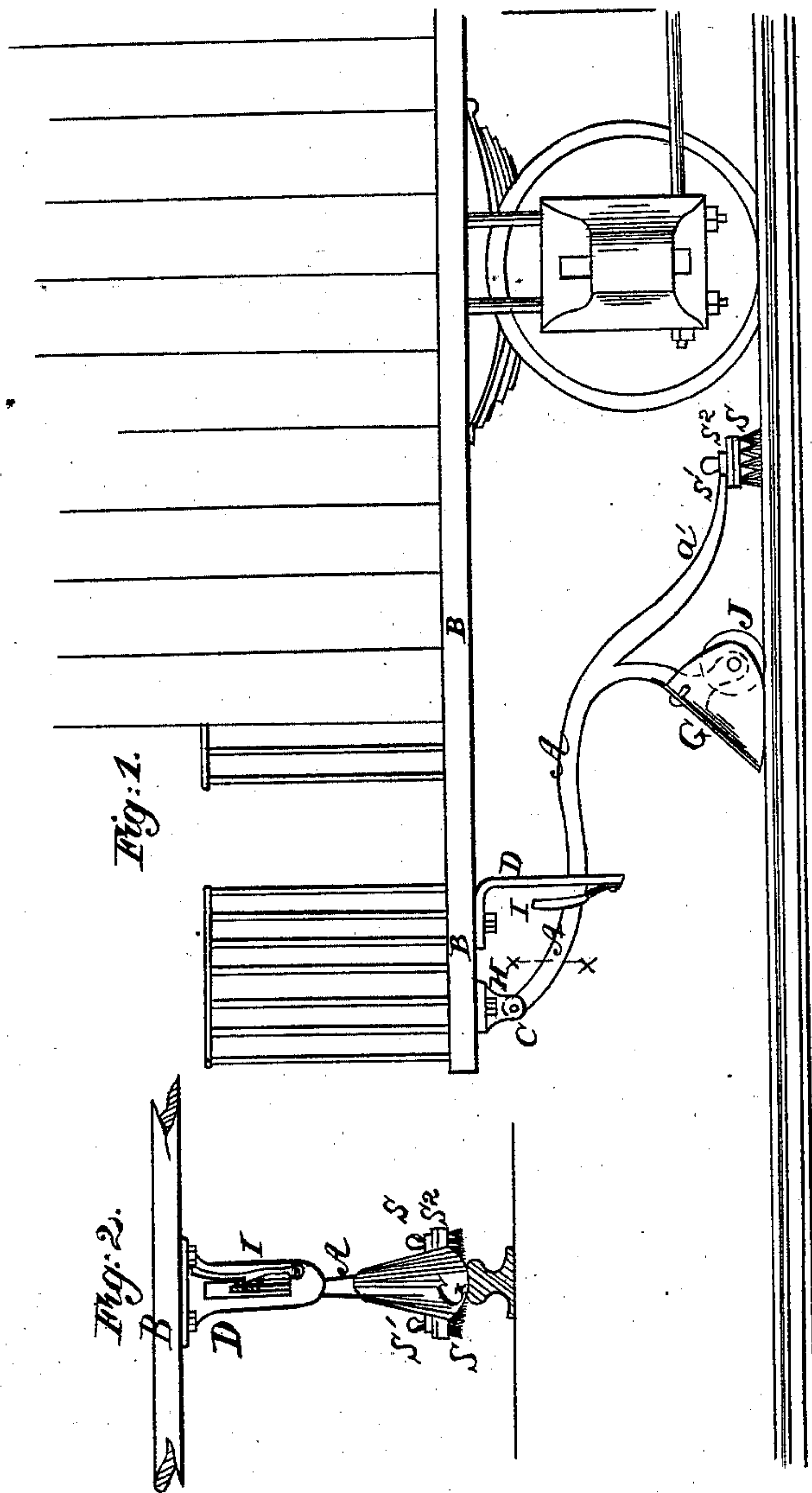


J. CALLAGHAN.

Track Clearer.

No. 80,331.

Patented July 28, 1868.



Witnesses.  
Thos. Ensey  
J. C. Franck

Inventor  
Jno Callaghan  
Per *[Signature]*  
Attorneys

# United States Patent Office.

JOHN CALLAGHAN, OF ST. LOUIS, MISSOURI, ASSIGNOR TO HIMSELF AND  
JOB NEWTON, OF SAME PLACE.

*Letters Patent No. 80,331, dated July 28, 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, JOHN CALLAGHAN, of St. Louis, in the county of St. Louis, and State of Missouri, have invented a new and improved Track-Clearer; 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.

Figure 1 represents my improved track-clearer as attached to the forward part of a car.

Figure 2 is a front view of the same, partly in section, through the line *x x*, fig. 1.

Similar letters of reference indicate corresponding parts.

My invention has for its object to furnish an improved device for attachment to street-railroad cars, by means of which the cars may be made to clear the track for themselves; and it consists in attaching a plow or scraper to the car or truck-frame, in front of each wheel, and in the combination of a wire broom with the beam of said plow or scraper, the whole being constructed and arranged as hereinafter more fully described.

G is the point of the plow or scraper, which is made of steel, and is securely attached to the lower end of the beam A. The point G should conform in figure to the shape of the rail of the road, and it is worked as closely to the rail as practicable, ordinarily about one-eighth of an inch from said rail. The upper part or outer surface of the point G is made of such a shape as to throw anything it takes up outside and clear of the rail.

A is the beam of the plow or scraper, which is made in about the shape shown in the drawings. The upper or forward end of the beam A has an axle or pivoting-pin, C, which works in ears, H, attached to the frame B of the car or truck, as shown in fig. 1. The beam A of the plow or scraper passes between two iron plates, or through a slotted supporter or guide, D, attached to the frame B, as shown in figs. 1 and 2. When in use, the beam A is allowed to play freely, the plow or scraper depending upon its own weight for steadiness. The plow or scraper, when not required for use, may be raised up away from the rails, and may be held suspended by a spring-catch, I, attached to the support or guide D, in such a position that when the said plow or scraper is raised up, the said spring-catch I may take hold of the beam A, and hold the said plow securely suspended.

J is a wheel attached to the lower end of the beam A, beneath the rear part of the plow or scraper G, in such a position that it may roll along the surface of the rail, holding the plow-point G at the desired distance therefrom.

A branch, *a'*, of the beam A, extends back to the rear of the plow, and has a wire broom, S, attached to it, in such a position as to brush the rails clean in the rear of the plow or scraper G. The brush S is adjusted as desired, by set-screws *s'*, passing through the plate or false back *s''*, and screwing into or against the back or body of the said brush or broom.

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

The track-clearer, constructed as described, consisting of the curved bifurcated beam A, bearing upon its arms *a a'* the scraper G, with roller J and the brush S, said beam extending upward in a forward direction, through the slotted plate D, having the spring-catch I, and pivoted between the plates H, secured to the under side of the track-frame B, all arranged and operating as described, for the purpose specified.

The above specification of my invention signed by me, this 2d day of September, 1867.

Witnesses:

PHILIP COYNE,  
EDWARD J. SHEA.

JOHN CALLAGHAN.