

C. BOPP.
Track Clearer.

No. 201,492.

Patented March 19, 1878.

Fig. 1.

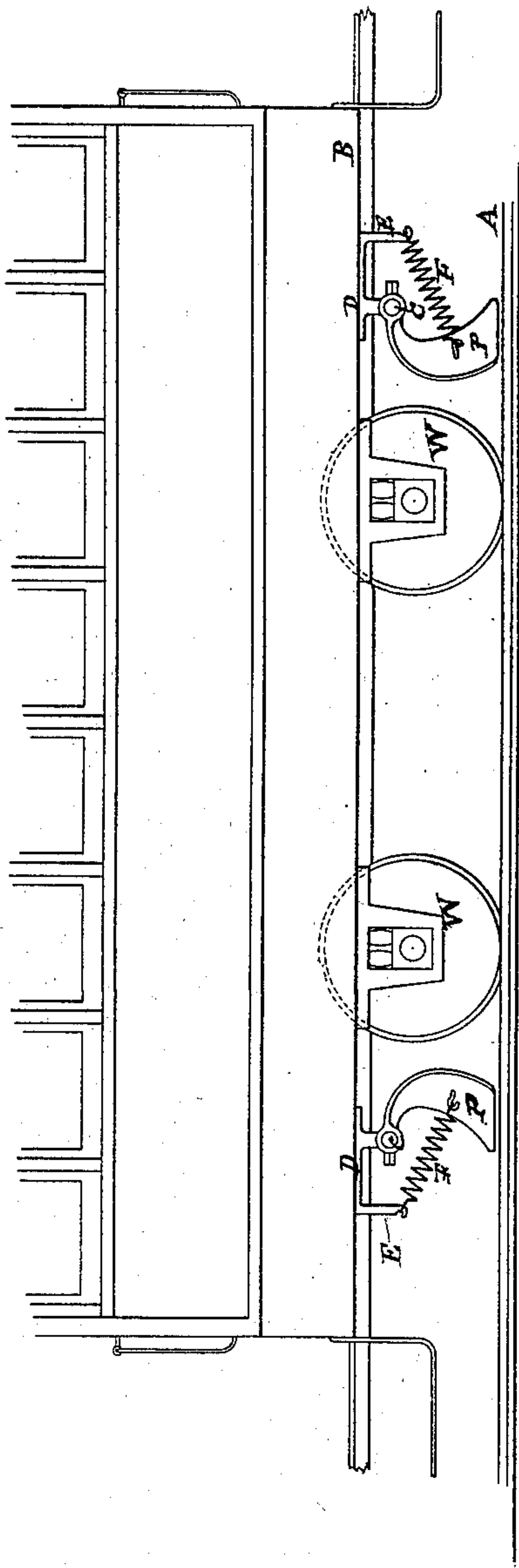
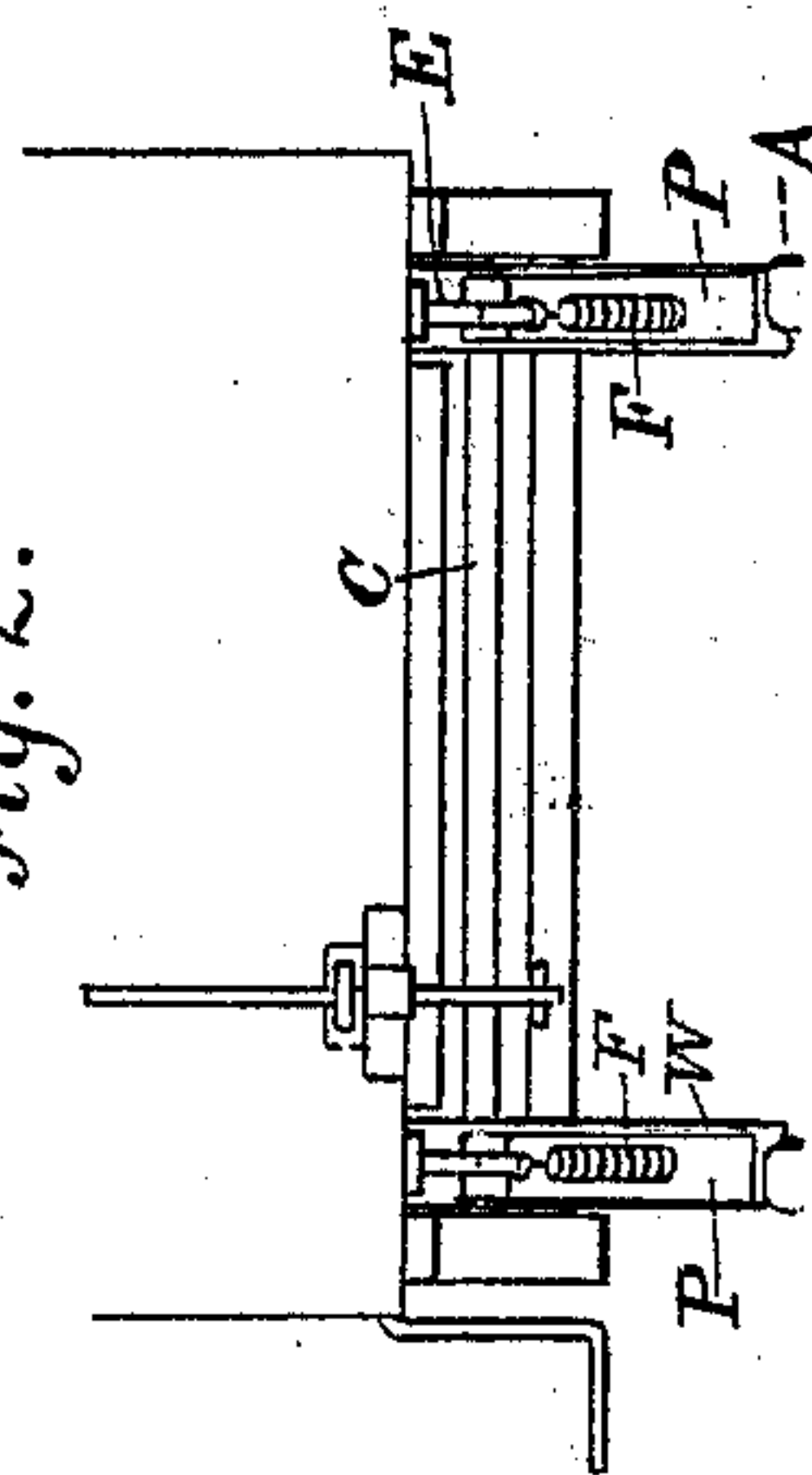


Fig. 2.



Witnesses

A. Henry Jenkins
H. A. Johnston.

Inventor

Christ. Bopp
By his attorney
Thomas D. Stetson
New York

UNITED STATES PATENT OFFICE.

CHRIST. BOPP, OF JERSEY CITY, NEW JERSEY, ASSIGNOR TO HIMSELF AND
HENRY C. STONE, OF BROOKLYN, NEW YORK.

IMPROVEMENT IN TRACK-CLEARERS.

Specification forming part of Letters Patent No. **201,492**, dated March 19, 1878; application filed
January 2, 1878.

To all whom it may concern:

Be it known that I, C. BOPP, of Jersey City, in the county of Hudson and State of New Jersey, have invented a new and Improved Self-Adjusting Track-Clearer; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a side elevation of a car provided with my track-clearing devices. Fig. 2 is an end view of the same.

My invention relates to devices whereby snow, dirt, ice, or other obstacle found upon railway-tracks may be speedily and effectually removed therefrom, and at the same time all liability of injury to the scraper or plow used for that purpose be avoided, as hereinafter more fully set forth.

In the accompanying drawings, A represents a railroad-track; W, the car-wheels, and B a truck-frame. D represent lugs, one on each side of the bottom of the truck-frame, having eyes or bearings for a rock-shaft, C, freely turning in said bearings, and extending across the truck-frame, there being such rock-shaft at each end of the car. To the rock-shaft C are attached, over each track, the shanks of the scrapers or plows P, by means of eyes or loops in the upper ends of said shanks, embracing or coiled around the rock-shaft.

E represents a bolt passing immediately into the truck-frame, or bent rectangularly, and forming one piece with the lug D, and having an eye or loop at its lower end for the reception of one end of the spiral spring F, the opposite end of which is attached to the scraper near its lower end.

By this construction the scraper, as the car

is drawn along, removes ice, snow, or other obstacle on the track, the spiral spring attached near the lower end of the scraper allowing it to yield somewhat, yet holding it from its point of application near the lower end of the scraper directly to its work, and at the same time allowing it to yield if some insurmountable obstacle should be in the way—for example, a raised rail.

I am aware that a shovel or plow having a spring-shank attached to the truck of a car to keep a scraper or plow down on the track and allow it to yield has heretofore been employed, and I therefore lay no claim, broadly, to such invention, which differs from my construction in that such spring-shaft is deficient in rigidity to keep the scraper down on the track, and is liable to break, whereby a new scraper would have to be substituted, whereas in my construction the scraper-shank is comparatively rigid, and not liable to break, and if the spiral spring should break or lose its tension, another could readily be substituted without requiring a new scraper or plow.

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

The combination, with the truck-frame B, provided with the lugs D, having eyes for the reception of the rock-shaft C, of the scrapers P, bolts E, having eyes at their lower ends, and spiral springs F, attached to the eyebolts and near the lower ends of the scrapers, substantially as described, and for the purpose set forth.

In testimony whereof I have hereunto set my name in presence of two subscribing witnesses.

CHRIST. BOPP.

Witnesses:

AUGUST HASSEY,
EDWD. F. HASSEY.