D. A. COX.

Snow-Flanger.

No. 215,328. Patented May 13, 1879.

Fig. 1.

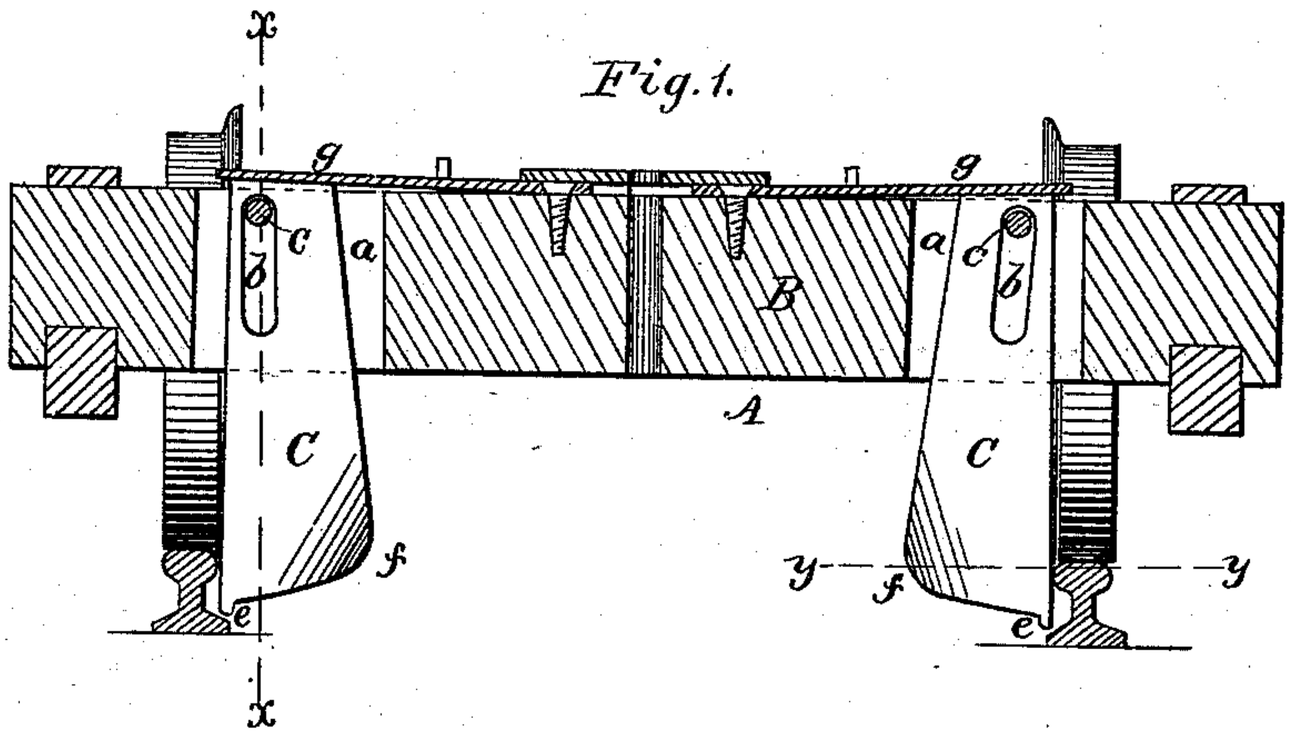


Fig. 2.

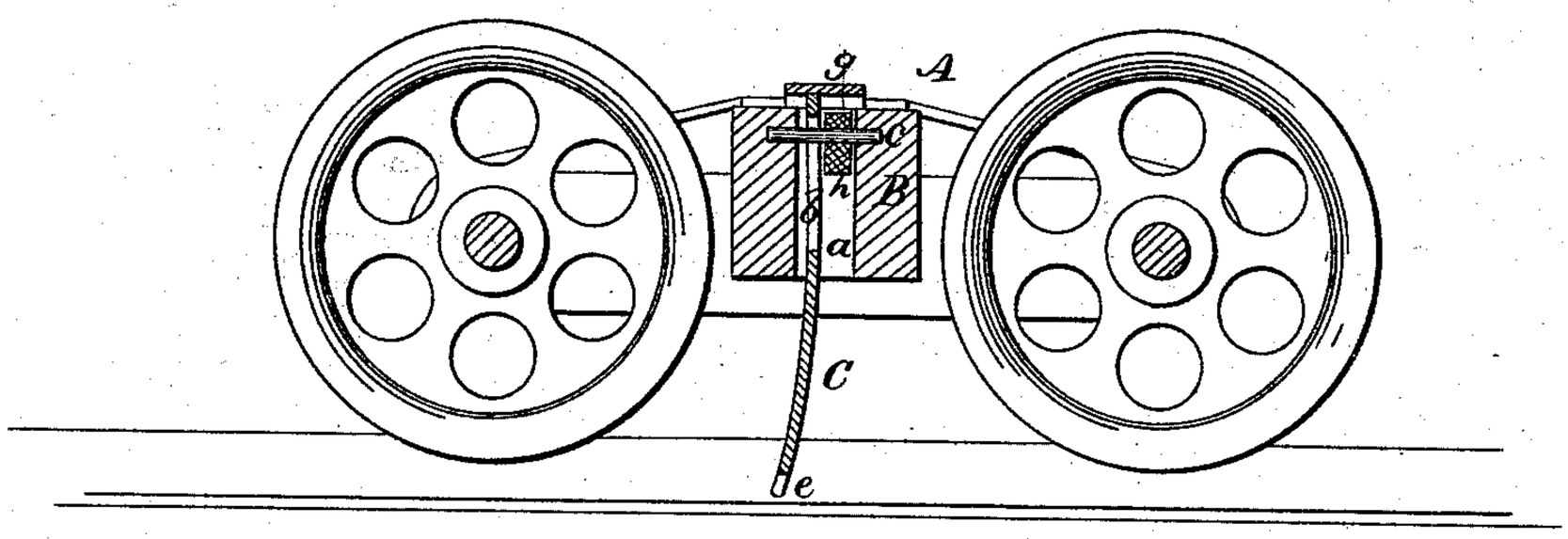
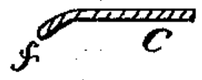


Fig. 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

DAVID A. COX, OF PINE BUSH, NEW YORK.

IMPROVEMENT IN SNOW-FLANGERS.

Specification forming part of Letters Patent No. **215,328**, dated May 13, 1879; application filed February 4, 1879.

To all whom it may concern:

Be it known that I, DAVID A. COX, of Pine Bush, in the county of Orange and State of New York, have invented a new and Improved Snow-Flanger, of which the following is a specification.

Figure 1 is a vertical transverse section of a car-truck having my improved flanger attached. Fig. 2 is a vertical section taken on line *x x* in Fig. 1. Fig. 3 is a transverse section of one of the spring-scrapers, taken on line *y y* in Fig. 1, looking downward.

Similar letters of reference indicate corresponding parts.

The object of my invention is to provide a device for removing snow from the inner side of the track-rail, to make way for the flange of the car-wheel.

The invention consists in a spring plow or scraper pivoted to one of the truck-timbers, or to a timber carried by the truck or car, said scraper being slotted, so that it may slide vertically on its pivot. The scraper is pressed downward by a spring, and is curved so that it will be thrown outward against the track-rail by contact with the snow.

Referring to the drawings, A is a car-truck of the usual description, in whose beam B there are mortises *a*, for receiving the scrapers C. The scrapers C consist of plates of steel, each having a slot, *b*, for receiving the pin *c*, upon which the plate swings. The plate is tapered, being narrowest at the upper end, and has a projection, *e*, at the outer edge, on its lower end, from which it is cut off diagonally, forming the beveled edge *e f*. Its inner corner, *f*, is rounded and curved backward, so that as the scraper is moved forward through the snow it will be forced against the track-rail. A flat spring, *g*, is attached to the beam B, and presses downward upon the upper end of the scraper. In front of the scraper, in the mortise *a*, a rubber spring, *h*, is placed on the pin *c*. As the car moves forward, the lower end of the scraper comes in contact with the snow, and forces the snow from the rail toward the center of the track.

The engagement of the curved portion of the scraper with the snow forces the scraper against the rail, and insures a thorough clearing of the way for the flange of the car-wheel.

The scraper yields to any obstruction, and will readily pass over frogs and crossings, the projection *e* clearing the groove in the frog or crossing. Should the car stop while the scraper is on the crossing-plank, and then be backed up, the scraper will yield by sliding upward in the mortise.

This improvement may be applied to any truck on a train, or to some portion of the car; but it more properly belongs to the pilot-truck of the locomotive. It may also be arranged to remove the snow from the outside or top of the track.

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

1. The slotted and curved spring-plate C, the spring *h*, and the truck-beam B, in combination, substantially as herein shown and described.

2. A car-truck scraper curved, tapering toward the top, beveled at *f*, and provided with projection *e*, as and for the purpose specified.

DAVID A. COX.

Witnesses:

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