

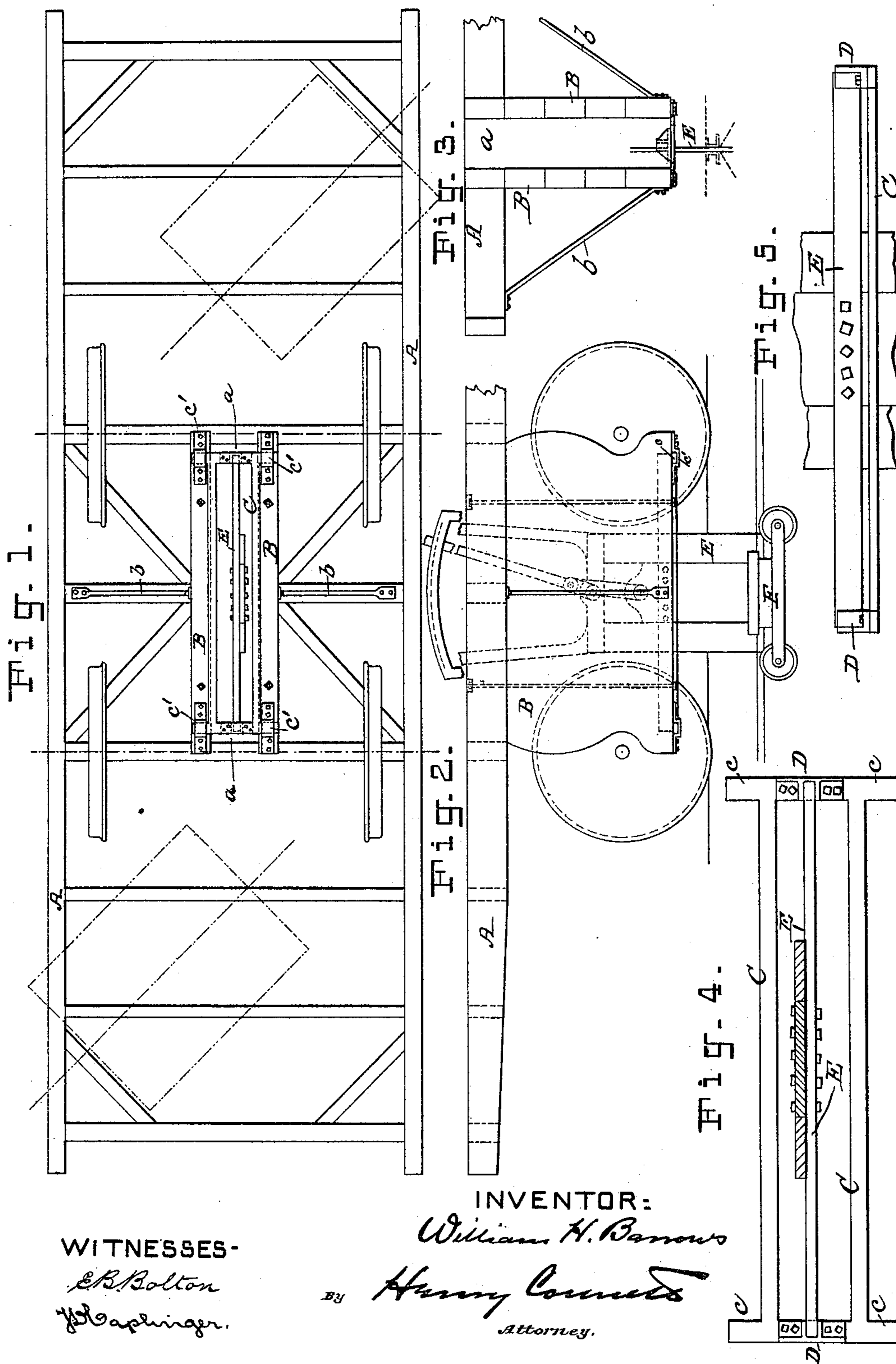
(No Model.)

W. H. BARROWS.

SNOW SWEEPER.

No. 370,231.

Patented Sept. 20, 1887.



WITNESSES-

E. B. Bolton

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INVENTOR:

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By

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UNITED STATES PATENT OFFICE.

WILLIAM H. BARROWS, OF NORWICH, CONNECTICUT, ASSIGNOR TO THE
BROOKLYN RAILWAY SUPPLY COMPANY, OF BROOKLYN, NEW YORK.

SNOW-SWEEPER.

SPECIFICATION forming part of Letters Patent No. 370,231, dated September 20, 1887.

Application filed March 7, 1887. Serial No. 229,906. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. BARROWS, of Norwich, in the county of New London and State of Connecticut, have invented certain
5 new and useful Improvements in Snow Sweepers; and I hereby declare the following to be a full and exact description thereof.

The object of my invention is to construct a snow-sweeper for clearing railroad-tracks in
10 such manner that it may be used not only when driven by horses, as is ordinarily the case, but also that it may be used upon cable railroads, being then driven or moved by the ordinary underground cable by means of a "grip."
15 For this purpose the grip, of whatever construction it may be, must be connected to the sweeper in a very reliable and safe manner, on account of the great resistance to be overcome. At the same time it must be easily and readily
20 removable, so that the sweeper may be used immediately upon ordinary horse-car tracks without requiring the loosening and unfastening of numerous complicated securing devices.

According to my invention the grip is simply dropped or lowered from above into its
25 proper position, where the ends of a beam attached thereto for this purpose are received in suitable stationary pockets, so as to securely hold the grip with the small amount of play
30 desirable, compelling the sweeper to be moved along with the grip as the jaws of the latter are closed upon the cable.

The accompanying drawings form a part of this specification, and represent what I consider the best means of carrying out my invention. In these drawings I have only represented the novel parts, with so much of the ordinary parts as is necessary to indicate their relation thereto.

40 Figure 1 is an inverted plan, Fig. 2 is a side elevation, and Fig. 3 is a transverse section through the platform, of a snow-sweeper with my improvements. Figs. 4 and 5 are a plan and side view, respectively, of certain details.

45 A is the platform of a snow-sweeper. It is

formed at or near its center with a clear opening or slot, *a*, and from the sides of said slot are built downward to within a short distance from the surface of the road stout walls (forming a well, B,) of wooden planks, to which the
50 braces *b* give additional stiffness.

C is a rectangular wrought-iron frame having ears *c*, as shown. Upon the short sides of said frame are riveted cast-iron pockets D, open upward and inward, so as to be capable
55 of readily receiving the ends of a stout beam, E, when the latter is lowered from above. This frame C is secured to the bottom of the walls of the well B by means of straps *c'*, embracing the ears *c*.
60

F represents a cable grip of any ordinary or suitable construction, to a stationary part of which is firmly bolted the beam E, as shown.

It will now be seen that in order to convert the sweeper A for horse-railroads into one for
65 cable railroads it is only necessary to lower a suitable grip having a beam, E, attached through the slot *a* and between the walls of the well B until the ends of the beam E come to rest in the pockets D, and in order to reverse the
70 conditions the grip is simply raised and lifted out of the slot *a*.

I claim as my invention—

1. In a snow-sweeper, the slotted platform A and well B, in combination with the frame
75 C, secured at the bottom of the well, and a suitable grip, F, having means whereby it may be connected to frame C.

2. In a snow-sweeper, the slotted platform A and well B, in combination with the frame
80 C, pockets D, and grip F, carrying a beam, E, as herein specified.

In witness whereof I have hereunto set my hand, this 26th day of June, 1886, in the presence of two subscribing witnesses.

WILLIAM H. BARROWS.

Witnesses:

H. C. SIMPSON,

I. E. ATWOOD.