No. 659,294

Patented Oct. 9, 1900.

M. B. EATON.

TRACK CLEARER.

(Application filed Dec. 14, 1899. Renewed Sept. 12, 1900.)

(No Model.)

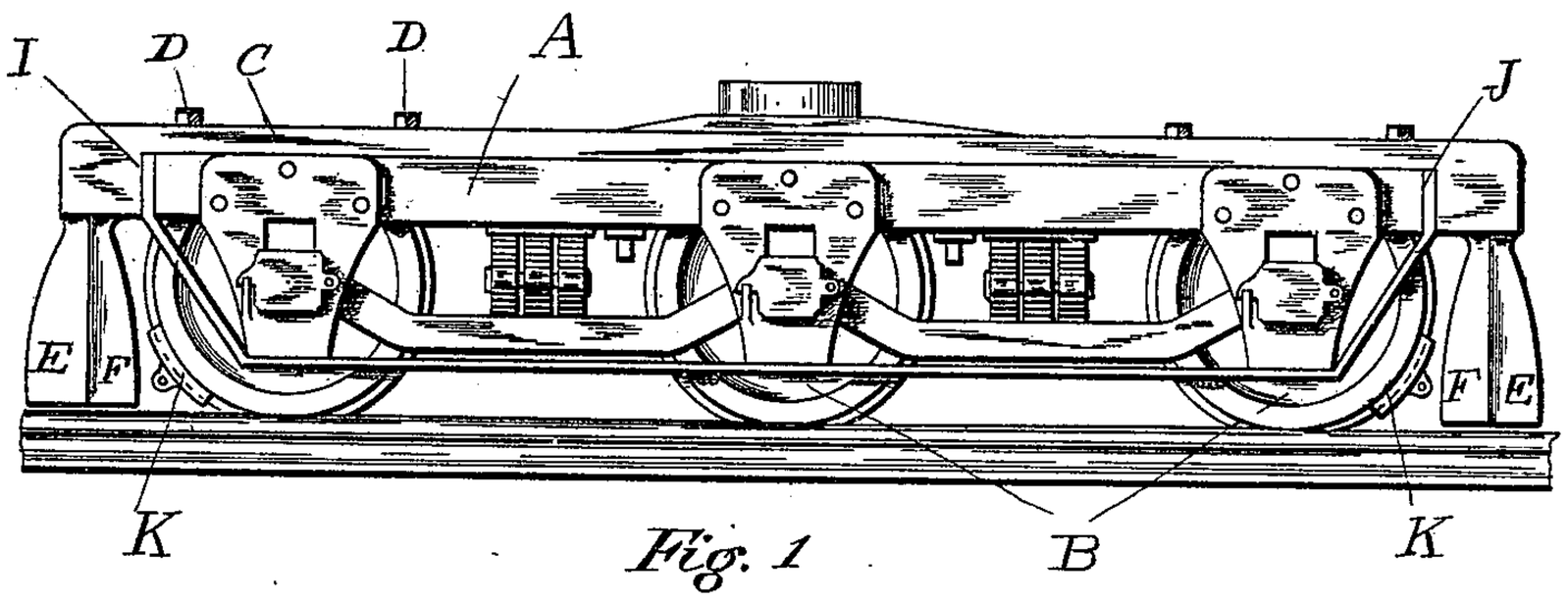

Fig. 1

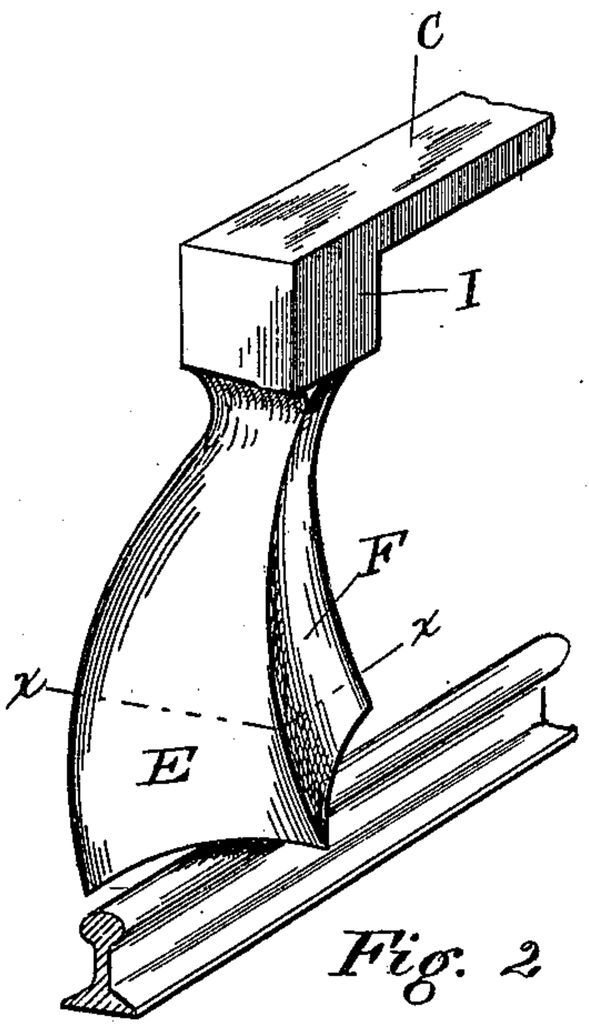

Fig. 2

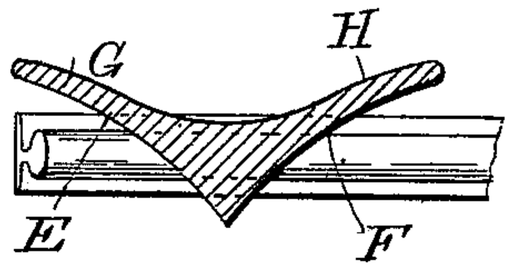

Fig. 3

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UNITED STATES PATENT OFFICE.

MATTHIAS B. EATON, OF BOSTON, MASSACHUSETTS.

TRACK-CLEARER.

SPECIFICATION forming part of Letters Patent No. 659,294, dated October 9, 1900.

Application filed December 14, 1899. Renewed September 12, 1900. Serial No. 29,851. (No model.)

To all whom it may concern:

Be it known that I, MATTHIAS B. EATON, a citizen of the United States, residing at Boston, in the county of Suffolk and State of Massachusetts, have invented certain new and useful Improvements in Track-Clearers; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in track-clearers. It is designed to clear the rail by throwing what there may be on the rail in front of the moving clearer outside the track and by throwing any object which may fall immediately upon the track after the front moldboard of the clearer has passed toward the opposite rail.

In the drawings herewith accompanying and making a part of this application, Figure 1 is a side elevation of a truck having my improved clearer attached thereto. Fig. 2 is a perspective view of the clearer; and Fig. 3 is a transverse sectional view of the clearer, taken on line x x, Fig. 2.

Same letters of reference refer to like parts.

In said drawings, A represents a truck-frame, and B the trucks. The clearer is supported by a bar C or other means secured to the truck-frame in any convenient manner, as by means of bolts D. The clearer may be made integral with the supporting-bar. It consists of a double moldboard E F, having a common outer edge E′, said moldboards extending diagonally across the rail, as seen in Fig. 2, and inner moldboards G H, which extend also diagonally across the rail, having substantially the direction of the outer moldboards E F, respectively.

The operation of my improved clearer is as follows: As the clearer advances on the rail any obstruction thereon is received on the moldboard E and because of its diagonal setting is thrown outwardly outside of the rail. After the moldboard E has passed, any object, as loose rocks or snow, dislodged by moldboard E, which falls back upon the track or near it, is received by the opposite inner moldboard H and because of its diagonal setting is thrown inwardly between the rails.

The moldboard may be constructed so as to abut directly against the frame, as seen at I J in Fig. 1, and the moldboard proper is located just out of the path of the brake K; but it may be located near enough the brake so that if it meets a heavy obstruction, and is thereby slightly bent, it will bring up against the brake and be supported thereby.

The advantages of my improved clearer are that it removes all the obstruction upon the rail immediately in front of the clearer and also any that may tend to fall back upon the rail immediately after the front outer moldboard passes.

My improved clearer may be applied to the trucks of snow-plows, engines, or cars.

Having thus described my invention and its use, I claim—

A track-clearer having double outside moldboards and a common edge, said common edge extending outside the rail and said moldboards extending diagonally across the rail and adapted to throw outside the rail, and double corresponding inside moldboards extending diagonally across the rail and adapted to throw inside the rail.

In testimony whereof I affix my signature, in presence of two witnesses, this 5th day of December, A. D. 1899.

MATTHIAS B. EATON.

Witnesses:
WESLEY M. GERARD,
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