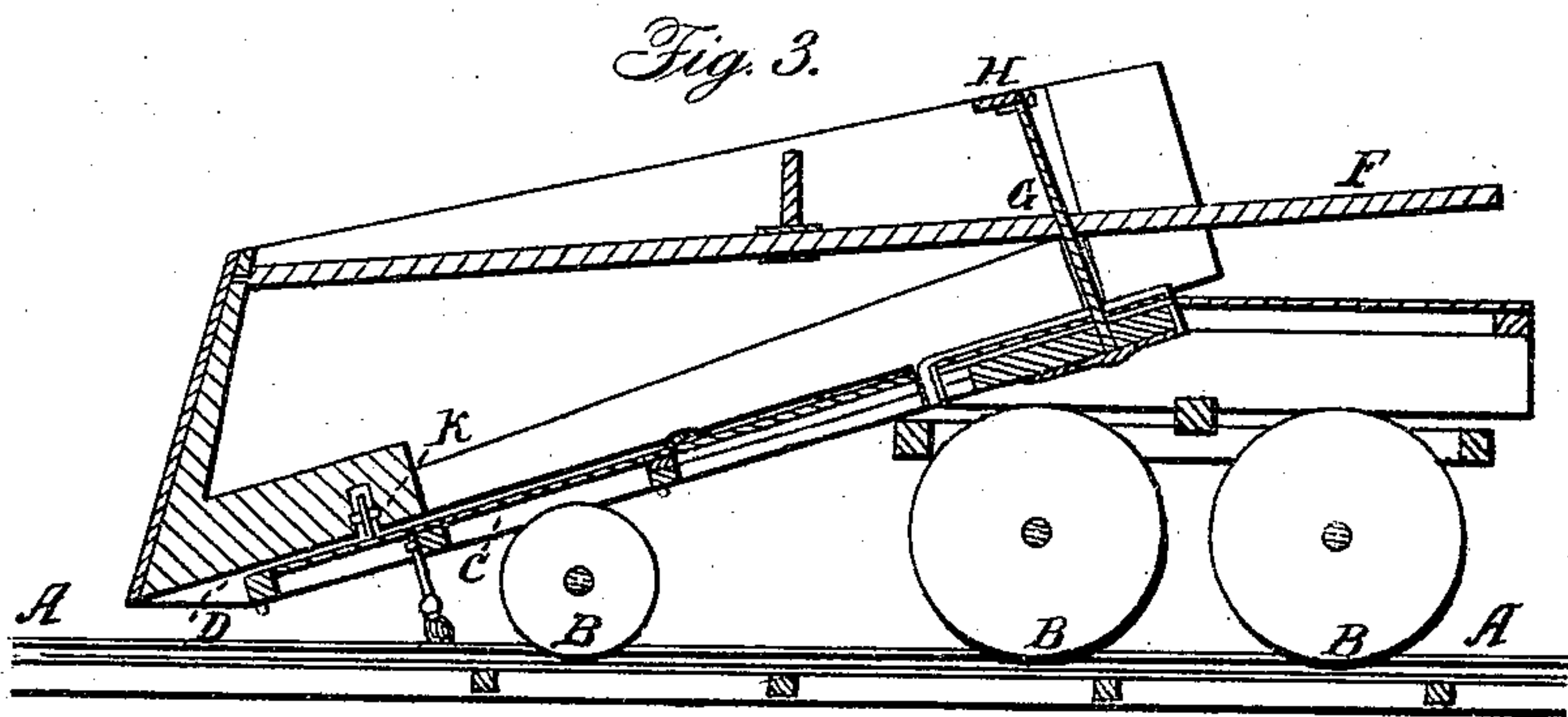
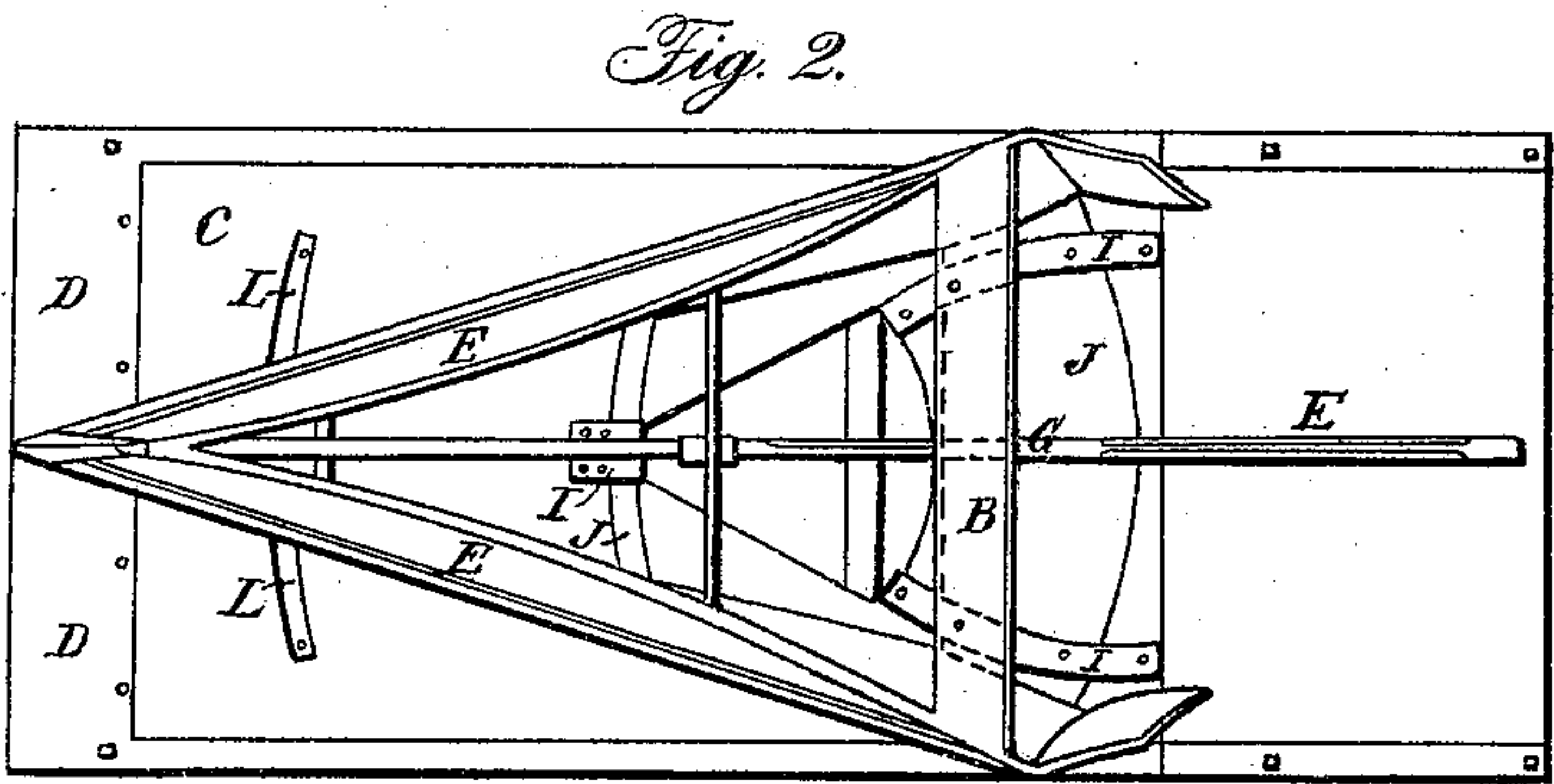
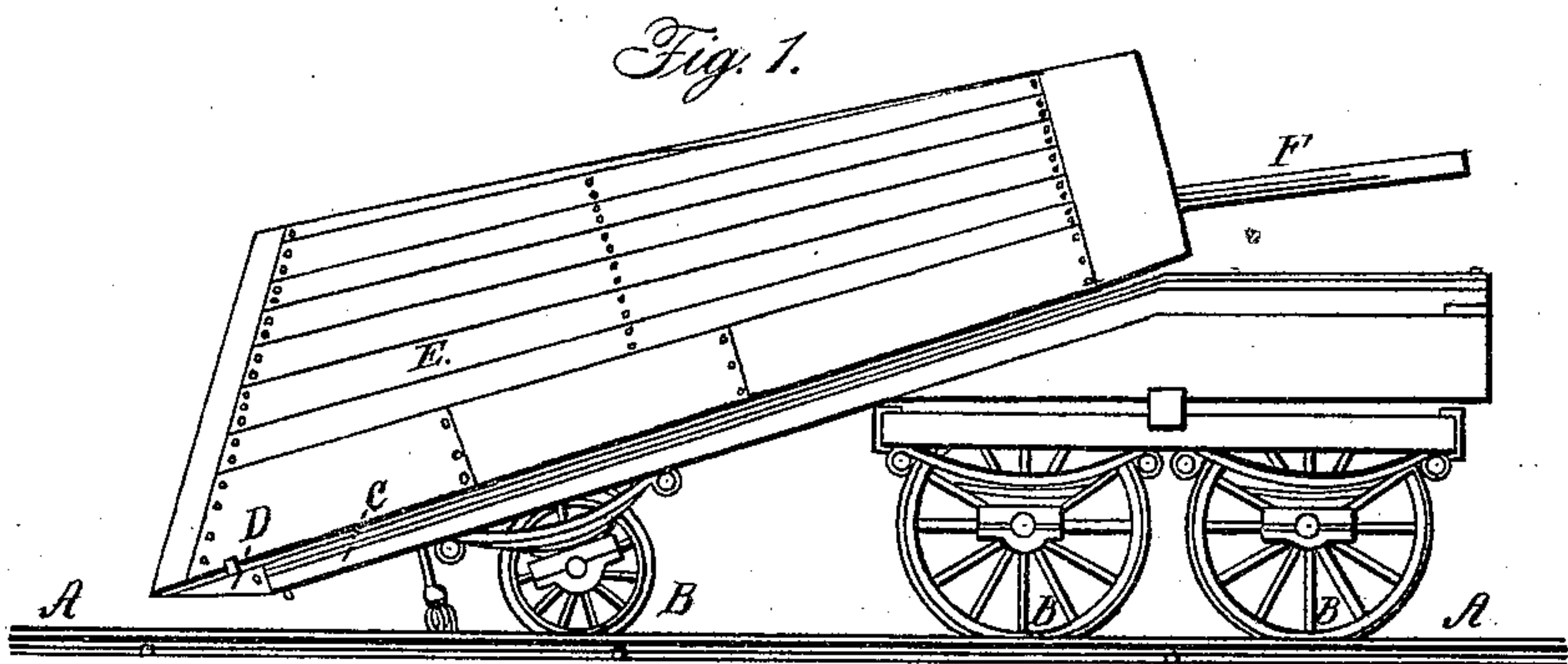


D. D. STILWELL.
Car-Track Clearer.

No. 4,898.

Patented Dec. 22, 1846.



UNITED STATES PATENT OFFICE.

DANL. D. STILWELL, OF PHILADELPHIA COUNTY, PENNSYLVANIA.

SNOW-PLOW.

Specification of Letters Patent No. 4,898, dated December 22, 1846.

To all whom it may concern:

Be it known that I, DANIEL D. STILWELL, of the Northern Liberties, in the county of Philadelphia and State of Pennsylvania, have invented a new and useful Improvement in the Manner of Constructing Snow-Plows for the Purpose of Clearing the Snow from the Tracks of Railways; and I do hereby declare that the following is a full and exact description thereof.

My snow plow is similar, in its general construction, to such as have been before used for a like purpose, it being provided with wheels to run upon the track, which wheels sustain a platform or carriage, upon which is placed the part that (though much enlarged in size) may, in form, be likened to the mold boards of two plows, joined together by their landsides, which mold boards are intended to clear the snow from the track, and to force it over on each side of the road.

In constructing snow plows of this description, it has been the uniform practice to fix the inverted mold boards firmly on the carriage, so that the fore edge, or part which is to divide the snow shall always stand at the center of the road; an arrangement that would answer a good purpose were the snow equally distributed on both sides thereof; this, however, is an event that rarely occurs for any considerable distance, and, in fact, it more frequently happens that by far the larger portion of the snow will be drifted onto one side of the road, in which case instead of the snow being divided into two parts by the plow, it will be acted on by one only of the mold boards, and the plow itself will be crowded by it to one side of the track, and not infrequently forced from off the rails; in consequence of this defectiveness of the instrument, its use has become very limited. By the manner in which I construct my improved snow plow, the difficulty above stated is entirely obviated.

The platform upon which my double mold board rests, is a regular inclined plane, of the width of the track, the forward end of which, constitutes the share, is armed with iron, or may consist of a plate of that metal; and this extends sufficiently low down to be

nearly in contact with the rails. Upon this platform my double mold board is sustained in such manner as to allow it to turn freely on a bolt, or pivot, its forward end being provided with a friction roller, or rollers, to enable it to move the more freely, while from its rear end projects out a lever beam, or beams, by which the mold board may be moved from side to side, either by the hands of the attendant, or by the aid of pulleys or other like devices. Under this arrangement the colter or cutting edge, of the double mold board may be made to receive any direction—which may be most favorable to the dividing of the snow, and to the depositing it in such manner as may be required on each side of the track.

In the accompanying drawings Figure 1, is a side elevation of my snow-plow, Fig. 2, a top view thereof, and Fig. 3, a vertical section of it from front to back, through its middle.

In each of these figures where like parts occur they are designated by the same letters of reference.

A, A, is the track, B, B, B, the wheels which sustain the inclined plane C, C; the lower part D, D, of which is armed with iron, and is brought to an edge so as to shovel up the snow, so as to cause it to pass on to the inclined plane.

E, E, are the double mold boards, and F a beam attached thereto for the purpose of governing its position.

G is the bolt, or pivot on which the mold boards are made to turn; this bolt is represented as made fast to the platform at its lower end, its upper end extending up to the cross piece H of the plow; it passes through the beam F, which turns on it.

The mold boards are held down on the platform by clasps, or staples, seen at I, I, which are made fast thereto, and under which pass curved plates of iron, J, J, made fast at their ends to the mold boards, and which slide under the clasps or staples.

K, is a friction wheel, which bears upon a plate L, on the platform, to facilitate the moving of the mold boards.

Having thus fully described the manner in which I construct, and combine the respec-

tive parts of my snow plow, what I claim therein and desire to secure by Letters Patent is,—

5 The combining the share and inclined plane with the double mold boards, so that the latter may be made to turn on a bolt or pivot, in such manner as to allow the double mold board to have its position changed on

said inclined plane, so as to adapt it to the properly dividing of the heap, or drift, of 10 snow, substantially as herein set forth.

DANIEL D. STILWELL.

Witnesses:

THOS. P. JONES,

L. D. WILLIAMS.