

HALL & STURTEVANT.

Car-Track Clearer.

No. 10,568.

Patented Feb. 28, 1854.

Fig. 1

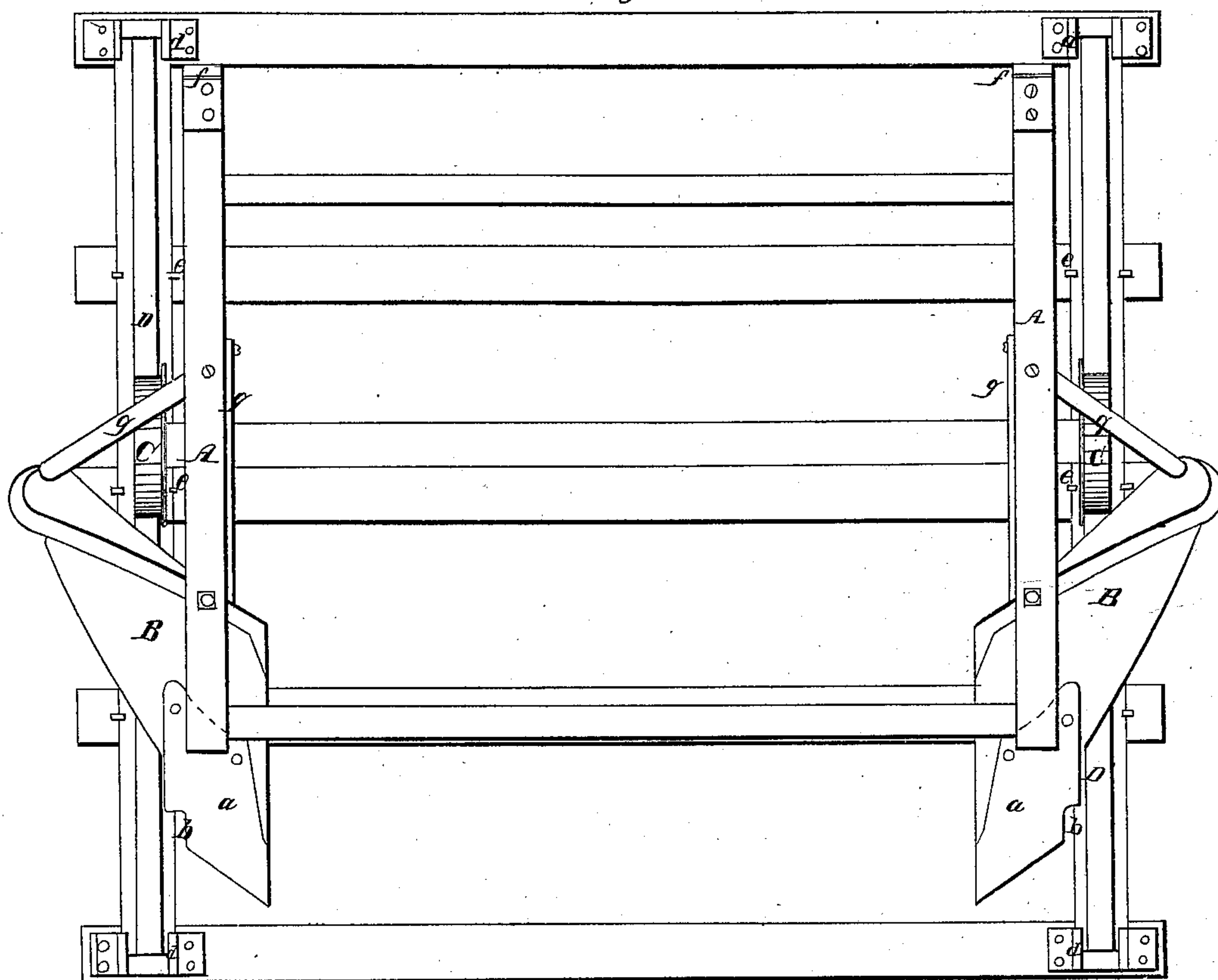
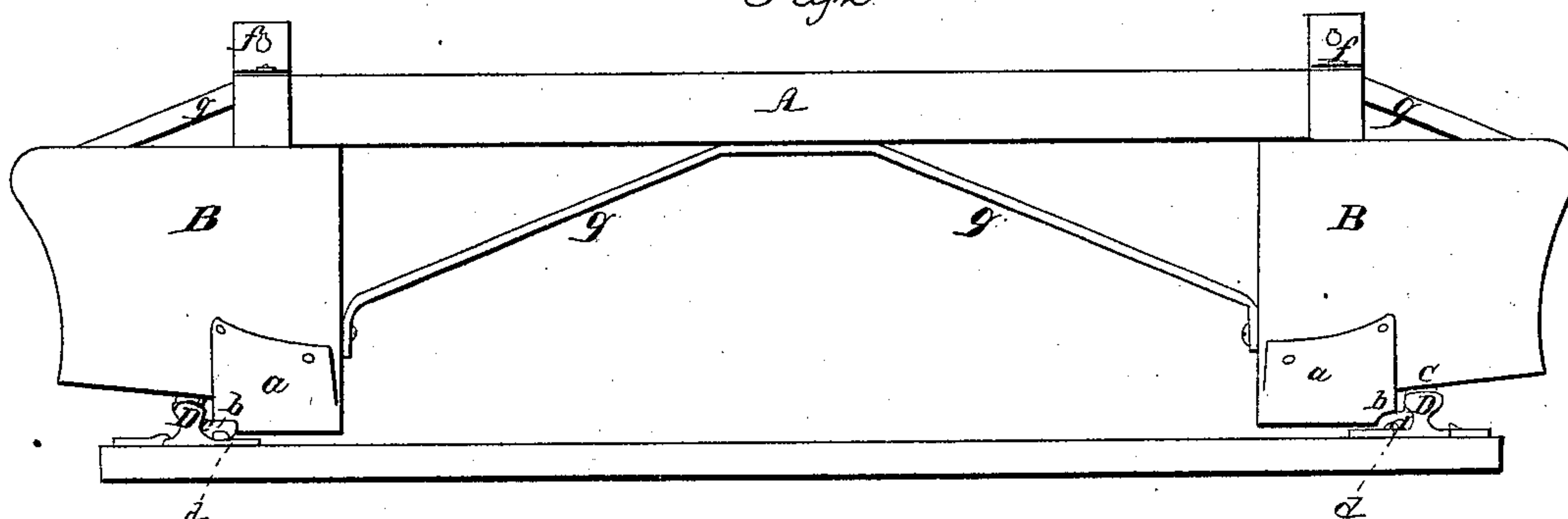


Fig. 2



UNITED STATES PATENT OFFICE.

ABIJAH HALL AND SYLVANUS STURTEVANT, OF SOUTH PARIS, MAINE.

SNOW-PLOW FOR RAILROADS.

Specification of Letters Patent No. 10,568, dated February 28, 1854.

To all whom it may concern:

Be it known that we, ABIJAH HALL and SYLVANUS STURTEVANT, of South Paris, in the county of Oxford and State of Maine, have invented a new and Improved Machine for Removing Snow and Ice from Railroad-Tracks; and we do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, making part of this specification, Figure 1, being a top view of the machine, and Fig. 2, a front elevation thereof.

Like letters designate corresponding parts in all the figures.

The ordinary snow-plows simply remove the snow from the rail-road down even with the tops of the rails, thus leaving snow and ice inside of the rails, often in sufficient quantity to lift the car-wheels, by their flanges, from the rails, thus impeding the action of the wheels, and sometimes rendering the cars liable to be thrown from the track; which difficulty is usually remedied by the slow and expensive operation of cutting away the snow and ice from the inside of the rails by manual labor.

The nature of our invention consists, in so shaping, proportioning and placing the notched shares *a, a*, of the snow-plows that they will extend down within the inner sides of the rails, nearly to the cross-ties, without coming in contact with the chairs, for the purpose of removing snow and ice from the immediate vicinity of the inner sides of the rails, and by means of their mold-boards *B, B*, discharging the same at a proper distance outside of the rails, substantially in the manner hereinafter fully set forth.

A suitable frame *A*, is provided and generally supported by a pair of small car-wheels *C, C*, which run on the track and also serve to guide the machine and keep it in a proper position. On the rear end of said frame are secured ears *f, f*, or their equivalents, for attaching the frame to the hand-

car, or locomotive, which propels it. Or the frame may be provided with two sets of wheels, and with a hand-car apparatus for propelling it, so that it may be used alone. The mold-boards *B, B*, are firmly secured to said frame *A*, by bolts and suitable braces *g, g, g*, in such a position, and of such a shape, that they will convey the snow or ice to a proper distance outside of the rails. Their lower edges should not come in contact with, but as close as practicable to, the tops of the rails *D, D*.

The shares *a, a*, are formed substantially as shown in the drawings, and move as near to the sleepers, or cross-ties, beneath, and to the inside of the rails, as practicable; and are notched at *b, b*, in a suitable manner to clear the spike-heads *e, e*, &c., and chairs *d, d*, &c. Their front edges are wide enough to take up the snow and ice a sufficient distance from the inside of the rails—say 8 or 10 inches.

Having thus fully described our improved machine for removing ice and snow from the inside of rail-road tracks, what we claim therein as new and desire to secure by Letters Patent, is—

So shaping, proportioning and placing the notched shares *a, a*, of the snow-plows, that they will extend down within the inner sides of the rails, nearly to the cross-ties, without coming in contact with the chairs, for the purpose of removing snow and ice from the immediate vicinity of the inner sides of the rails, and, by means of their mold-boards *B, B*, discharging the same at a proper distance outside of the rails, substantially in the manner herein set forth.

The above specification of our improved snow and ice plow for railroads, signed this fourteenth day of April 1853.

ABIJAH HALL.

SYLVANUS STURTEVANT.

Witnesses:

SAMUEL BYERSON,

SAML. STOWELL.