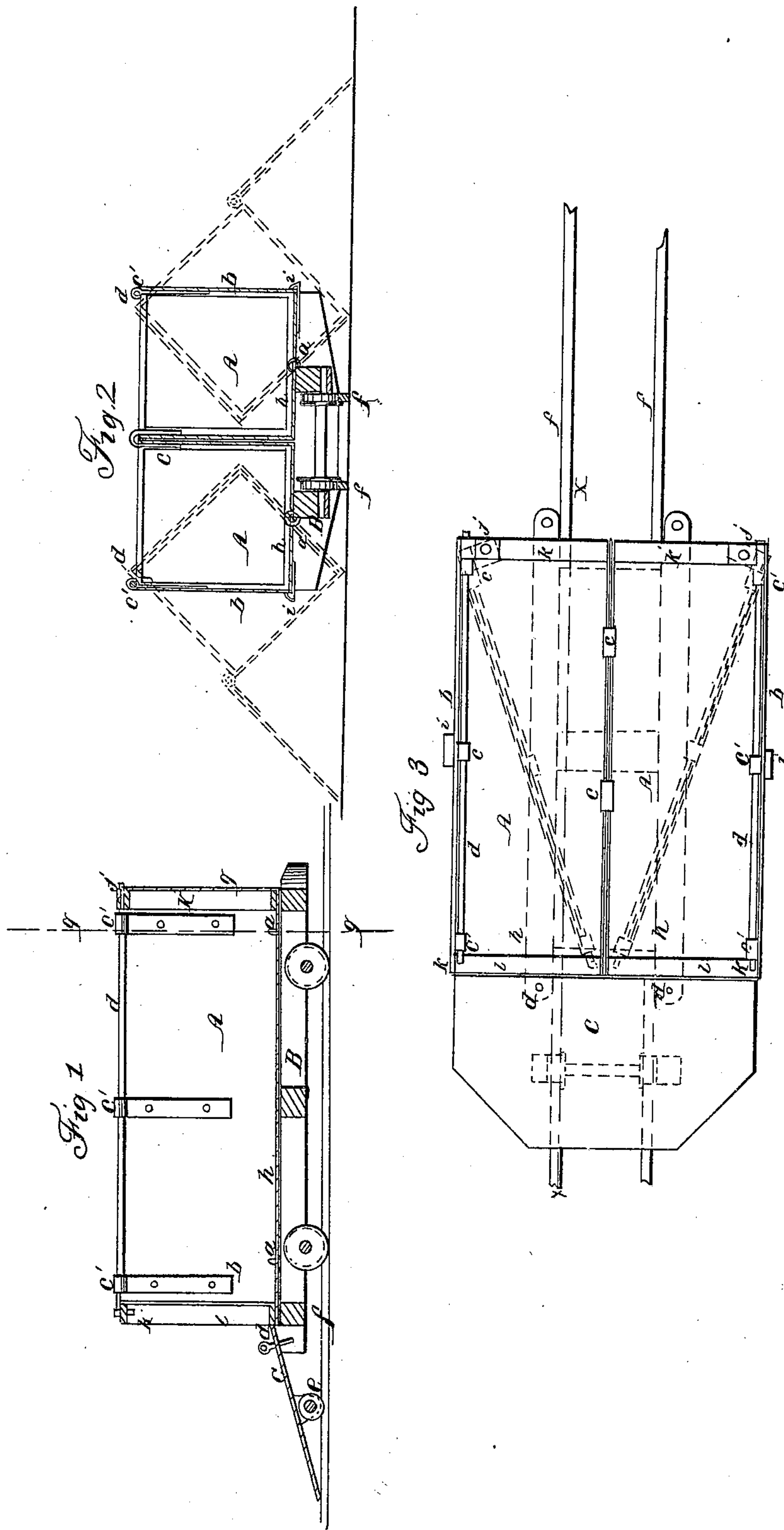


J. K. BABCOCK.
Car-Track Clearer.

No. 19,339.

Patented Feb. 16, 1858.



UNITED STATES PATENT OFFICE.

J. K. BABCOCK, OF HONEOYE FALLS, NEW YORK.

RAILROAD SNOW-PLOW.

Specification of Letters Patent No. 19,339, dated February 16, 1858.

To all whom it may concern:

Be it known that I, J. K. BABCOCK, of Honeoye Falls, in the county of Monroe and State of New York, have invented a new and Improved Snow-Plow for Railroads; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, in which—

Figure 1, is a longitudinal vertical section of my improvement taken in the line (x) (x) Fig. 3. Fig. 2, is a transverse vertical section of ditto, taken in the line (y), (y), Fig. 1. Fig. 3, is a plan or top view of ditto.

Similar letters of reference indicate corresponding parts in the several figures.

This invention consists in having two oblong rectangular boxes placed parallel with each other upon a truck and so mounted that they may, when filled, be readily tilted and the snow discharged from them. An inclined plane is mounted on wheels and connected to the front end of the truck to form a share, and the outer sides of the boxes are provided with doors peculiarly arranged so that they may, when necessary be adjusted to form mold boards or deflectors and the plow rendered capable of clearing the rails of snow of greater or less depth.

To enable those skilled in the art to fully understand and construct my invention I will proceed to describe it.

A, A, are two oblong rectangular boxes, which are placed side by side on a low truck B, the boxes being connected to the truck at the centers of their bottoms by joints (a) arranged or constructed in any suitable way to allow the boxes to tilt, as shown in red, Fig. 2. The boxes A, should be as nearly balanced as may be on the joints so that they may be readily tilted or dumped, and the outer side of each box is formed of a door (b) the upper edges of which are jointed or hinged to the boxes, so that their lower ends will move outward as the boxes are tilted and their contents allowed to pass out from them, see red lines Fig. 2. The two boxes are secured in an upright position on the truck by clamps (c) which are formed of metal strips bent as shown clearly in Fig. 2, and placed over the top edges of the inner sides of the boxes. The boxes may be constructed of metal

plate, boiler iron, for instance, and the truck may be constructed of wood. The boxes and truck may be of any suitable length as occasion may require or experience dictate.

To the front end of the truck B, an inclined plane C, is attached by bolts (d). This inclined plane rests upon wheels (e) and its front end nearly or quite touches the treads of the rails (f) its back end being flush with the bottoms (h) of the boxes. The front ends of the boxes are open but the back ends are closed, being provided with backs (g), equal in height to the sides.

The upper edges of the doors (b) are provided with loops or eyes (c') through which rods (d) pass. The doors (b) swing on these rods and the lower ends of the doors may be secured to the sides of the bottoms (h) of their respective boxes by catches (i). The back ends of the rods (d) are fitted in bearings (j) which are pivoted to metallic frames (k') in the back ends of the boxes A, the bearings are allowed to turn on the frames (k'), and the front ends of the rods (d) are bent in hook form as shown at (l) and are fitted in frames (l) at the front ends of the boxes. The frames (k') (l) serve as supports to the boxes rendering them stiff and increasing their strength and durability.

The operation is as follows: When the track is obstructed by deep snows the device is shoved forward by the locomotive until the boxes A, A, are filled. The locomotive is then backed, the device removed from the cut which it made by being filled, the catches (i) (i) of the doors unfastened and the clamps (c) removed. The boxes A, A, will then readily tilt as shown in red Fig. 2, the doors (b) swinging outward so that the snow may readily pass therefrom. When the boxes are emptied of their contents they are replaced in an upright position as before, secured in such position by the clamps (c), the doors (b) secured by the catches (i) and the operation repeated. If the snow to be removed is not of considerable depth the doors (b) are adjusted in an oblique position as shown in red Fig. 3. This is effected by removing the hooks (l) of the rods (d) from the outer ends of the frames (l) and inserting them in holes near their inner ends, the pivoted bearings (j) permitting this movement or adjustment of the rods. By this means the doors (b) are converted into mold boards

or deflectors and cast the snow off from each side of the track as fast as it is shoveled up by the platform C. Thus it will be seen that the device is rendered available for
5 perfect operation in either heavy or light snows.

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

10 1. Forming the body of the plow or device of two boxes A, A, mounted on the truck B substantially as shown so that said boxes may be tilted for the purpose of readily discharging their contents.

15 2. I also claim in combination with the boxes A, A, the inclined plane C, mounted on wheels (e) and applied to the truck D,

substantially as and for the purpose specified.

3. I further claim attaching the doors (b) 20 to the boxes A, A, by means of the rods (d) fitted in the pivoted bearings (j) at one end and provided with hooks (k) at the opposite ends whereby the doors are rendered capable of being adjusted either parallel 25 with each other and forming sides for the boxes A, A, or in oblique positions to form mold boards or deflectors for the purposes herein set forth.

JABEZ K. BABCOCK.

Witnesses:

H. B. MINER,

G. B. McBRIDE.