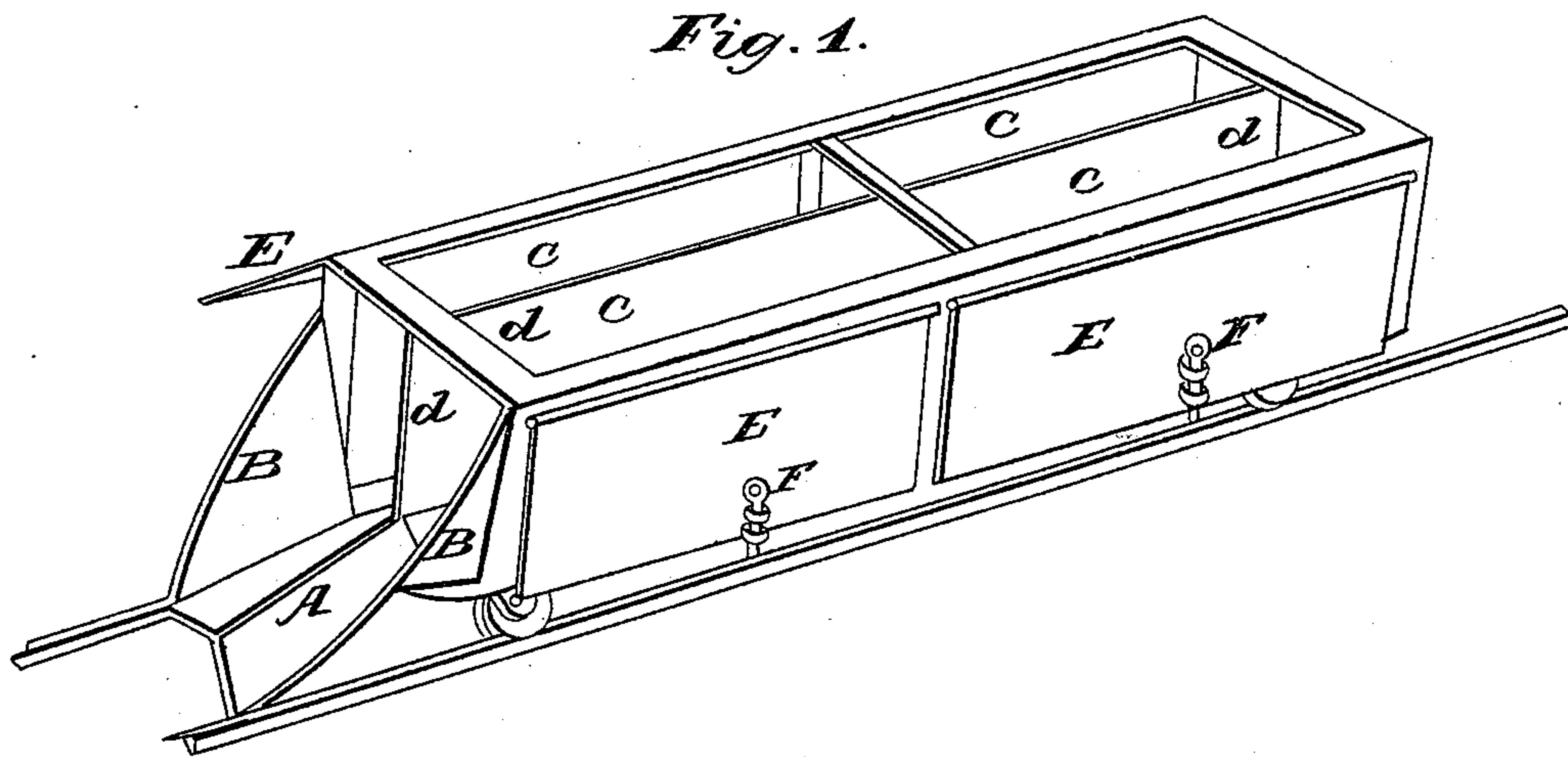


H. T. HARTMAN.  
Car-Track Clearer.

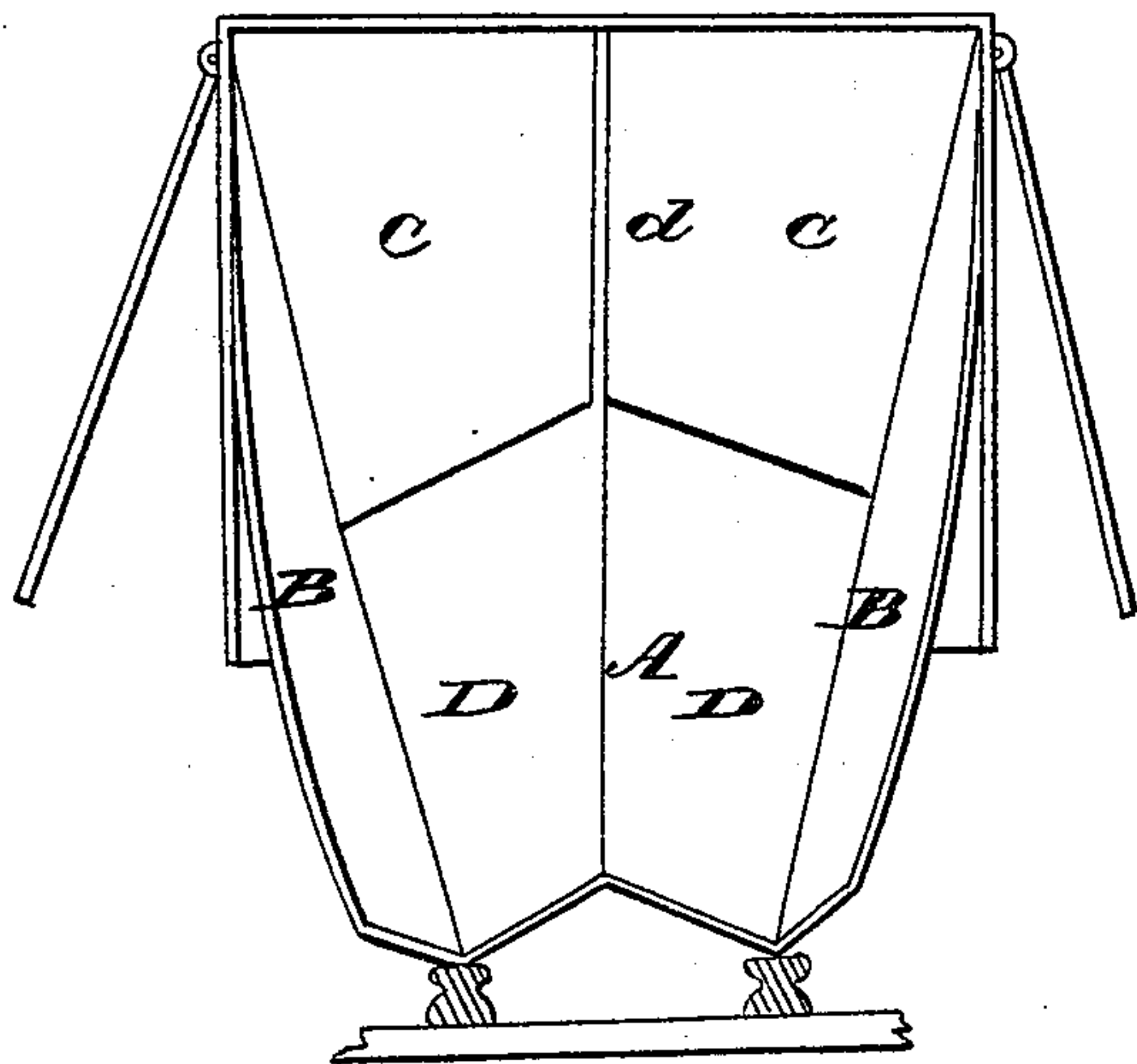
No. 19,361.

Patented Feb. 16, 1858.

*Fig. 1.*



*Fig. 2.*



# UNITED STATES PATENT OFFICE.

H. T. HARTMAN, OF LEXINGTON, VIRGINIA.

## RAILROAD SNOW-PLOW.

Specification of Letters Patent No. 19,361, dated February 16, 1858.

*To all whom it may concern:*

Be it known that I, HENRY T. HARTMAN, of Lexington, in the county of Rockbridge and State of Virginia, have invented an  
5 Improvement in Snow-Excavators, and that the following is a full, clear, and exact description of the principle or character which distinguishes it from all other things before  
10 known and of the usual manner of making, modifying, and using the same, reference being had to the accompanying drawings, of which—

Figure 1 represents a perspective view of the car and Fig. 2 an end view of the same.

15 My invention consists in an improvement in snow excavators for clearing the track of the locomotive hereinafter described.

Various devices have been essayed for this purpose but one of the great difficulties  
20 experienced is, that the clearer gathers more snow than is necessary for the safe passage of the train and consequently has to overcome a greater resistance, and where the snow is very deep, or where it has consolidated by thawing and freezing it has been  
25 found difficult to penetrate, and again, long inclines are employed the whole length of the car with deflectors at the rear end for discharging the snow, but these are objectionable on account of the great friction  
30 caused by forcing the snow up the inclines, and where the snow is very deep these deflectors do not discharge. With my arrangement I obviate these difficulties by removing  
35 only that amount of snow which causes the obstruction, which is done by employing a clearer of the shape and construction shown in Figs. 1 and 2 namely of a double triangular shape with the points of the angles in

a line with and just over the T rail. This  
40 clearer A is made so as to clear the track, leaving the snow between the rails in the form shown in Fig. 2, raised in the center and inclining on either side, by thus doing I remove the obstructing snow while the  
45 rest is left remaining. As the snow is gathered at the mouth of this clearer A it is forced up the short incline into the car. This car is divided by a partition *d* which  
50 separates the car into two compartments C, C. The floor of this car is made to conform to the two sides D D of the clearers, viz., inclining downward on either side. This  
55 inclined floor extends the whole length of the car. Doors or gates E, E, E, E, (four or more) are employed on either side of the car reaching down to the bottom of the inclined floor where they may be secured by  
60 bolts F F or anything suitable, and this is to be operated by the engineer. When the car compartments C C are filled with snow  
65 the doors are raised and the snow falls off some distance from the track. The doors are then secured ready for another excavation. I may say here should the snow be  
70 very deep and in drifts when an excavation is made and the car is filled it is backed out and emptied and returned for another load.

What I claim is—

The combination of the inclined clearer  
70 A with the double inclined bottom of the car in the manner and for the purposes herein set forth.

H. T. HARTMAN.

Witnesses:

R. T. CAMPBELL,  
JAMES N. CAMPBELL.