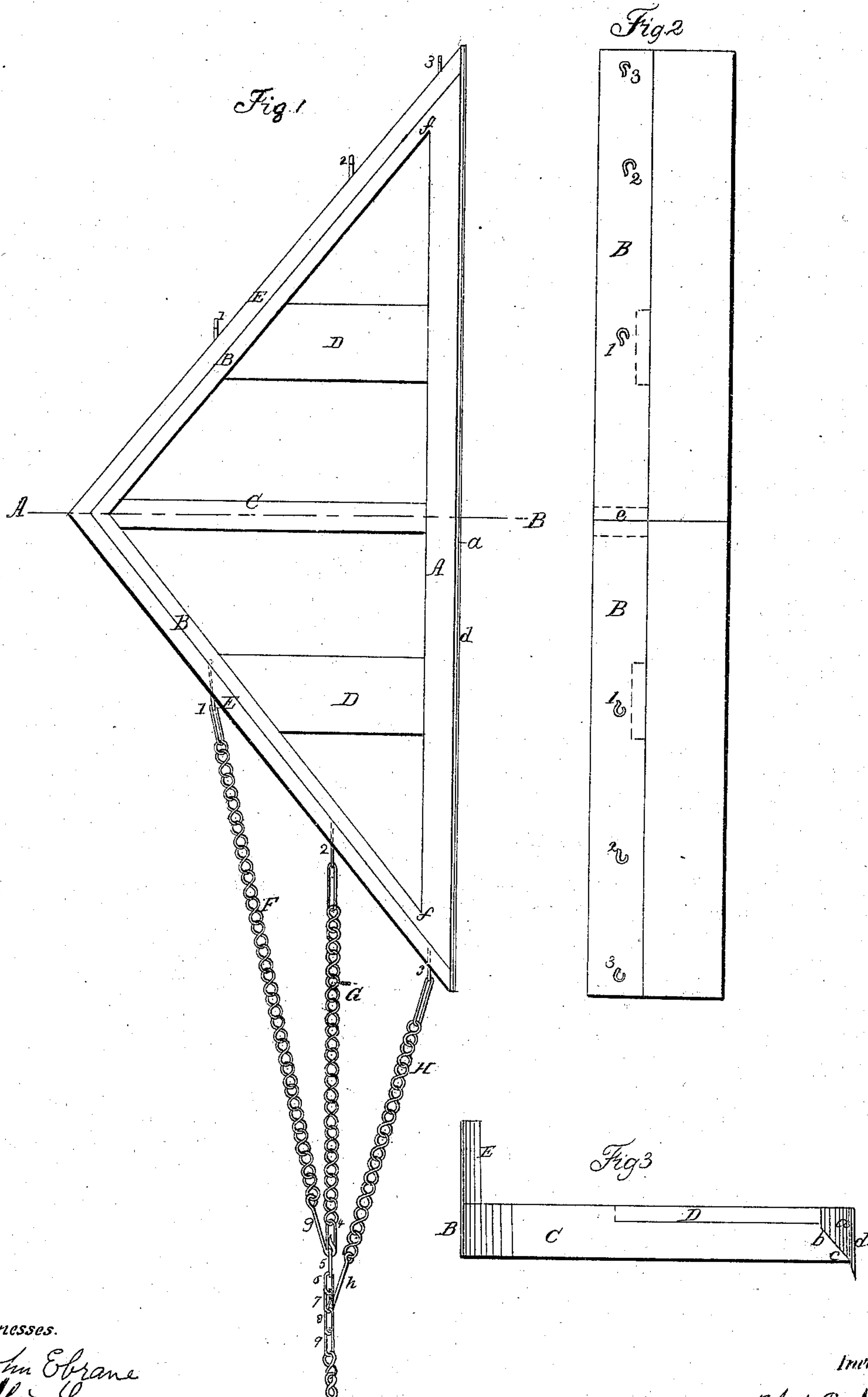


R. B. NEVENS.
Car-Track Clearer.

No. 58,124.

Patented Sept. 18, 1866.



Witnesses.

John Ebrance
Alvin Lawrence

Inventor.

Robert B Nevins

UNITED STATES PATENT OFFICE.

ROBERT B. NEVENS, OF LOWELL, MASSACHUSETTS.

IMPROVED SNOW-PLOW.

Specification forming part of Letters Patent No. 58,124, dated September 18, 1866.

To all whom it may concern:

Be it known that I, ROBERT B. NEVENS, of Lowell, in the county of Middlesex and State of Massachusetts, have invented a new and useful Improvement in Snow-Plows, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, making part of this specification, in which—

Figure 1 is a plan or top view; Fig. 2, a side elevation, and Fig. 3 a transverse section.

I construct my improved snow-plow in the form of a triangle, the longest side of which is generally one or more times as long as either of the other sides, which are equal.

The long side consists of a beam or fence, A, which has a perpendicular face, *a*, and the back side is beveled at *b*, terminating in a sharp edge, *c*, at the lower front corner.

A metallic facing, *d*, is secured to the perpendicular side of the fence A, the lower edge of which facing extends downward below the fence A and has a thin lower edge.

The equal sides B B are joined together at *e*, and their other ends are firmly secured to the fence A at *f*.

A transverse leveling-beam, C, extends from the junction of the sides B B to the fence A, at right angles with said fence, and is secured thereto and to the sides B B at *x*.

Two load-platforms, D D, are affixed to the fence A and sides B B, about half-way from the leveling-beam C, to the extremities of the fence A.

Two mold-boards, E E, rise from the top of the annular sides B B, and are held in position by pins or other suitable fastenings.

Hooks 1 2 3 are secured to each of the sides B B, at suitable distances apart for chains F, G, and H to connect, by which the plow is drawn and guided.

The center draft-chain, G, is intended to take most of the strain when the plow is in use, and the auxiliary brace-chains F and H serve to guide the plow, and prevent it from swinging laterally to any extent. The auxiliary brace-chains are connected with the center draft-chain by hooks *g* and *h*, and may be tightened or slackened by hooking into different links 4 5 6 7 8 9 of the center draft-chain, several of which are provided for that purpose.

My improved snow-plow is designed for breaking out town-roads, which are frequently graded around side-hills, where it is necessary to move the snow off at one side, but may be used on any common road, and, as both ends of said plow are alike, it may be drawn in either direction by removing the chains from one end and hooking them on at the other.

As my improved snow-plow enters and passes through the snow (in either direction) the fence A and facing *d* present sufficient resisting-surface to prevent the plow from being moved sidewise when the snow is being forced outward by either of the inclined or angular sides B B or mold-boards E E.

The leveling-beam C serves to level off any inequalities, and to fill up cavities which the plow might pass over.

After the road has been plowed out, the furrow may be considerably widened by running the fence A along in the middle portion of said furrow. The lower edge of the facing *d* cutting into the snow exerts sufficient resistance laterally to cause either of the angular sides to force the snow outward and form a wider track.

If teams are met in plowing out roads, my improved plow may be easily turned upon its side, as shown in Fig. 2, teams allowed to pass the plow turned down to its working position, and plowing resumed without the inconvenience of shoveling around it to get another team past, as is common with all ordinary snow-breakers used on country-roads.

I claim—

1. The combination and arrangement of the fence A and facing *d*, sides B B, leveling-beam C, and mold-boards E E, substantially as and for the purpose set forth.

2. In combination with a snow-plow constructed and arranged as above stated, the employment of the auxiliary brace-chains F and H, connected with the center draft-chain, G, substantially in the manner and for the purpose specified.

ROBERT B. NEVENS.

In presence of—

JOHN E. CRANE,
ALVIN LAWRENCE.