N. S. GREEN.

Track Clearer.

No. 81,081. Patented Aug. 18, 1868.

Fig. 1.

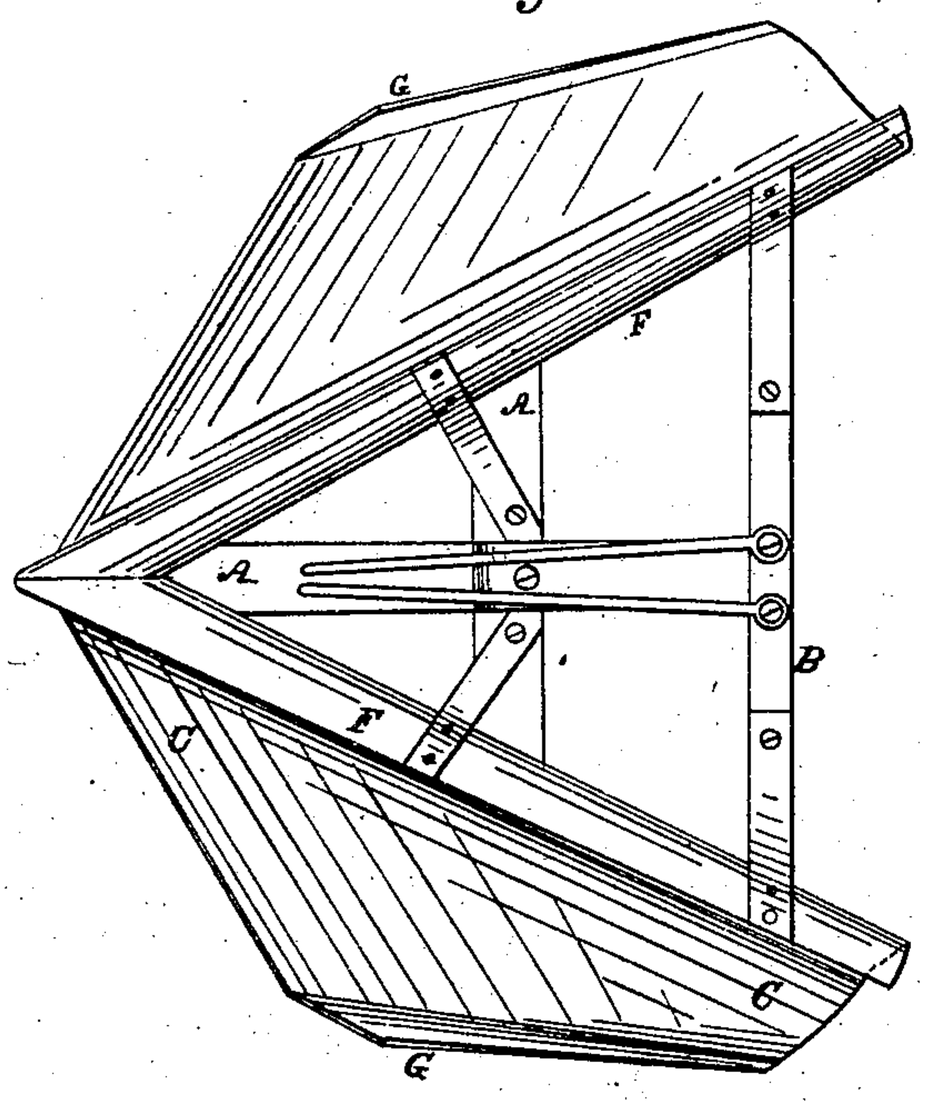
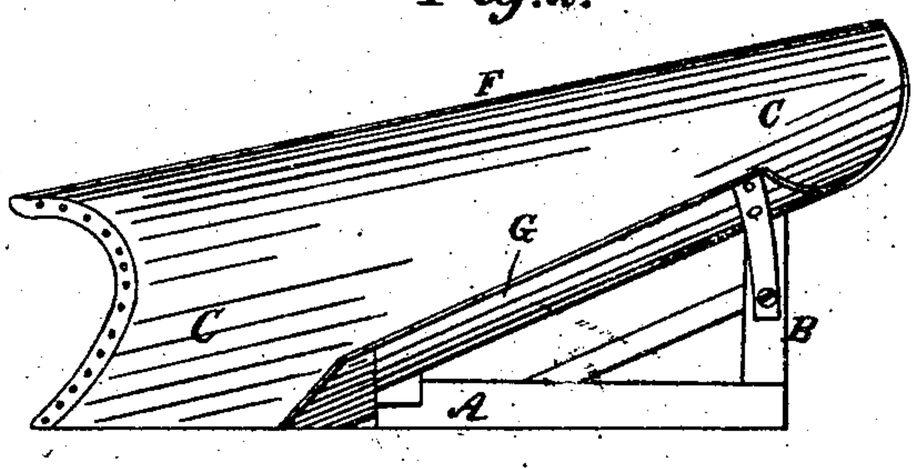


Fig. 2.



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N. S. GREEN, OF UTICA, (WEELAUNEE POST OFFICE,) WISCONSIN.

Letters Patent No. 81,081, *dated August* 18, 1868.

IMPROVED SNOW-PLOW.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, N. S. GREEN, of Utica, (Weelaunee post office,) in the county of Winnebago, and State of Wisconsin, have invented a new and useful Improvement in Railroad Snow-Plows; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable those skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification.

Figure 1 is a top view of my improved snow-plow.

Figure 2 is a side view of the same.

Similar letters of reference indicate corresponding parts.

My invention has for its object to furnish an improved snow-plow for removing the snow from railroad-tracks, which shall be simple in construction, strong and effective in operation; and it consists in an improved snow-plow, constructed and arranged as hereinafter more fully described.

A is a horizontal frame, to the rear end of which is attached a vertical cross-frame, B. The frames A and B are strongly formed, and securely braced, so as to have sufficient strength to resist any pressure that they may have to sustain. The forward part of the frame A is made pointed or V-shaped, to correspond with the desired shape of the forward part or shares of the plow.

C are the side-plates or mould-boards of the plow, which are securely attached to the frames A and B, and strongly braced in position, as shown in the drawings. The share or lower edge of the forward part of the mould-boards C is made V-shaped, as shown in fig. 1, and the outer ends of said edges extend outward a little beyond the rails. The forward vertical edges of the said mould-boards, which meet and are secured to each other, are curved in the shape shown in fig. 1. The upper edges of the mould-boards C are curved outward and downward, as shown in figs. 1 and 2, and their side edges, from the outer ends of the shares or forward horizontal edges of said mould-boards, are inclined upward, and curved outward and upward, as shown in figs. 1 and 2, so as to form scrolls or spouts, up which the snow is carried so as to be thrown so far outside of the track that it cannot fall back into it, and so that it will be wholly out of the way.

It will be seen that each of the boards C is so formed that the snow cannot pass over the top thereof or at its outer edges. The scrolls F upon the upper edges of each of the boards C extend their entire lengths, while the vertical flanges G, upon the rear portion of each board, prevent the snow from dropping at the side. Between the scrolls F F and rear flanges G G, a channel is formed that causes the snow to pass over the face of the plow and drop at the rear thereof. The plow being made in a V-form, and the front edges of the boards being bevelled from the forward ends to near their centres, and the flanges G G extending from the end of the bevels to the rear of the plow, the snow is cut at the sides by the flanges, and a snow-channel is formed sufficiently beyond the sides of the car to prevent it from falling in the way.

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

The arrangement of the mould-boards C C upon a V-shaped skeleton-frame, when said boards are provided with scrolls, F F, upon their entire upper edges, and with bevelled fronts, to the rear of which are formed vertical flanges, G G, all as herein shown and described.

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Witnesses:

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