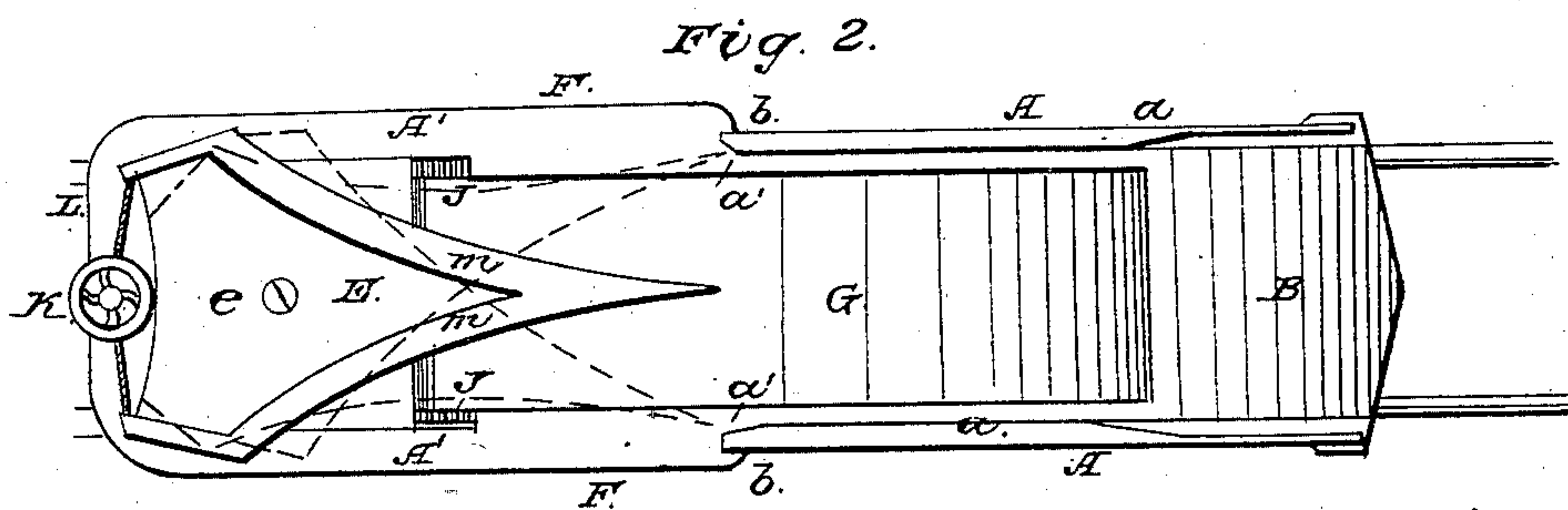
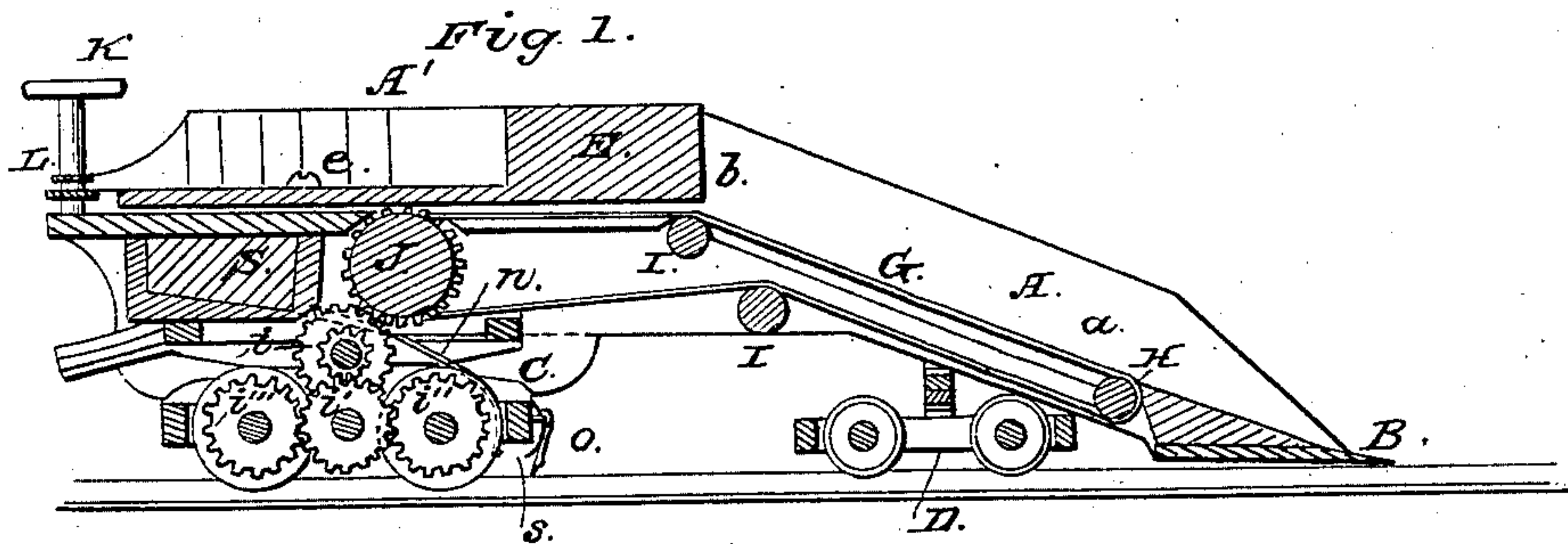


JONES & EISWALD.

Track Clearer.

No. 82,226.

Patented Sept. 15, 1868.



Witnesses

J. C. Kemon
S. M. Loe

Inventors

Jones & Eiswald
By Messrs. H. C. Attorneys

United States Patent Office.

JENKINS JONES AND T. G. EISWALD, OF PROVIDENCE, RHODE ISLAND.

Letters Patent No. 82,226, dated September 15, 1868.

IMPROVED RAILWAY 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 we, JENKINS JONES and T. G. EISWALD, of the city and county of Providence, in the State of Rhode Island, have invented a new and improved Snow-Plow for Railroads; and we do hereby declare that the following is a full, clear, and exact description of the construction and operation 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.

Figure 2 is a top view.

The object of this invention is to construct a snow-plow for railroads, which shall operate more easily and effectually than those heretofore in use, and by which the snow may be thrown upon either side of the track, as may be desired.

In the drawings, A A represent the frame of our improved snow-plow, being substantially of the form shown in figs. 1 and 2, and running upon car-tracks C D, of the usual form.

B represents the plow-point. From this point the inclined part A of the frame or body of the plow rises to the point marked *b*, whence the rear portion, A', of the frame extends in a horizontal direction. The frame, at the inclined forward part, A, is provided with side-boards *a a*, between which the snow is forced back up the incline, to the horizontal part, A', where it strikes a deflector, E, and is thrown off on one side or the other at F.

In order to facilitate the passage of the snow up the incline A, the latter is provided with an endless apron, G, running upon rollers H I J, and receiving motion from one of the axles, either directly or by means of intermediate gearing, *i i' i'' i'''*. The apron may be made of any suitable material. The gearing is connected by a clutch, so that when the snow-plow is not in operation it can be ungeared, and the running of the apron stopped.

The deflector E is made in the form of a wedge, and pivoted at *e* in such a manner that its point, which is the forward end of it, can be adjusted in a line with the centre of the frame, so as to divide the snow and throw it off equally on both sides, or at either side, so as to rest against the rear end of the side-boards, as seen in red and blue lines in fig. 2, and to throw all the snow off on the opposite side of the frame. The rear ends of the side-boards are bevelled off, as seen at *a'*, so that the end of the deflector, when resting against the side-boards, will lie behind the shoulder thus formed, and be out of the way of intercepting the snow that is forced back past it.

The deflector can be fixed in any intermediate position, if desired, but it will in practical operation generally be adjusted either at the centre or against one of the side-boards, as described above.

A spindle, K, and cord L, or any other suitable apparatus, may be employed to adjust the deflector, as desired.

The upper front edges of the deflector are provided with a projecting flange, *m*, by which the snow that is thrown back against the instrument will be prevented from going over it, and lodging upon it or upon the rear end of the frame.

In addition to these devices, sand or gravel-pipes *n n* may be employed, to run from the sand-box S above to the track in front of the wheels, to keep them from slipping, and hinged scrapers *o o* attached to the front side of the trucks, and resting against springs *s s*, may be used to scrape the snow from the rails.

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

The arrangement of the frame A, constructed as above described, with the apron G and the deflector E, substantially as herein set forth.

JENKINS JONES,
T. G. EISWALD.

Witnesses:

J. M. ADDEMAN,
E. T. CASE.