W. WALKER.

Railway Snow-Plows.

No. 135,499. Patented Feb. 4, 1873.

Fig. 1

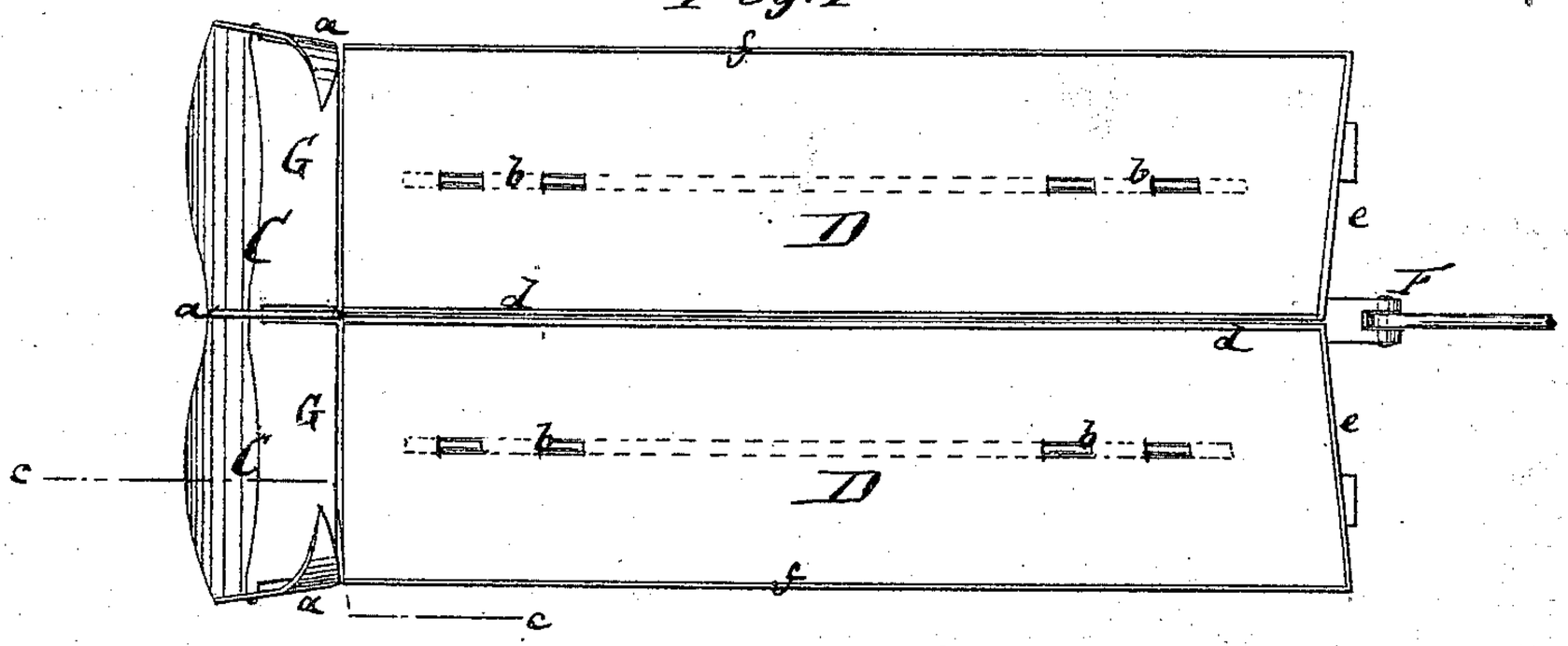


Fig. 2

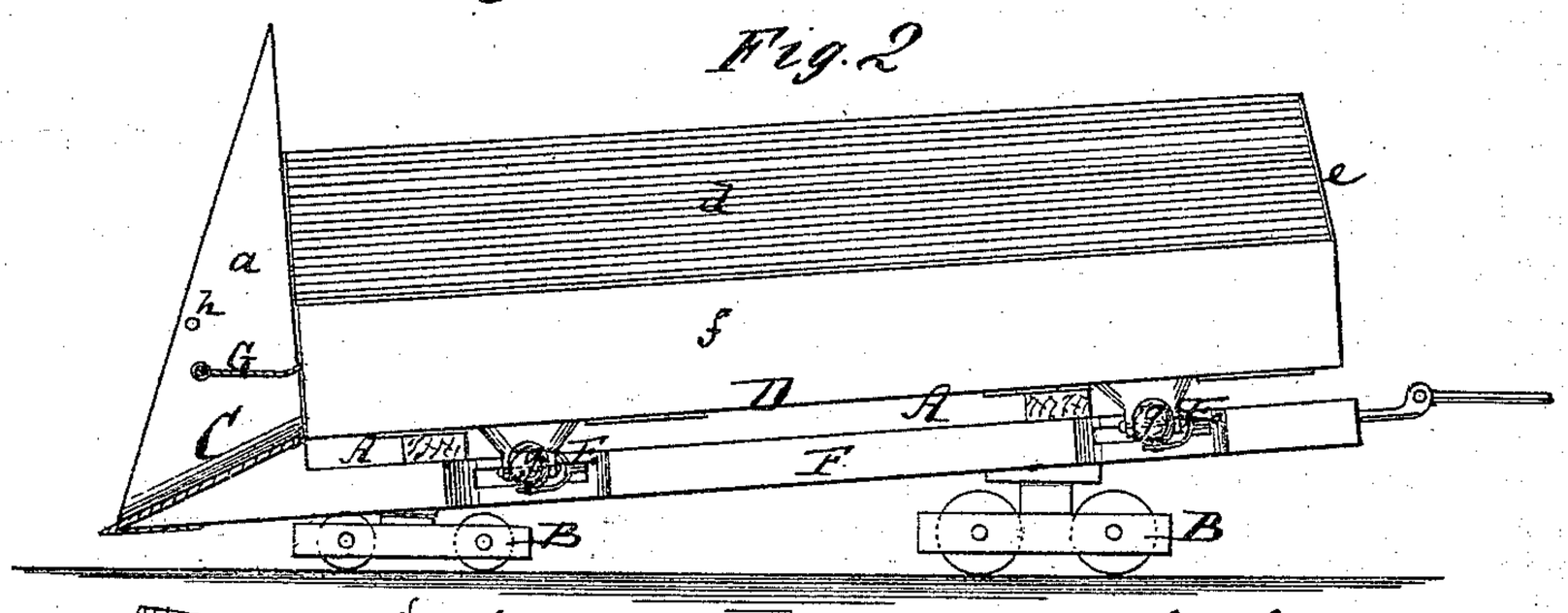


Fig. 3

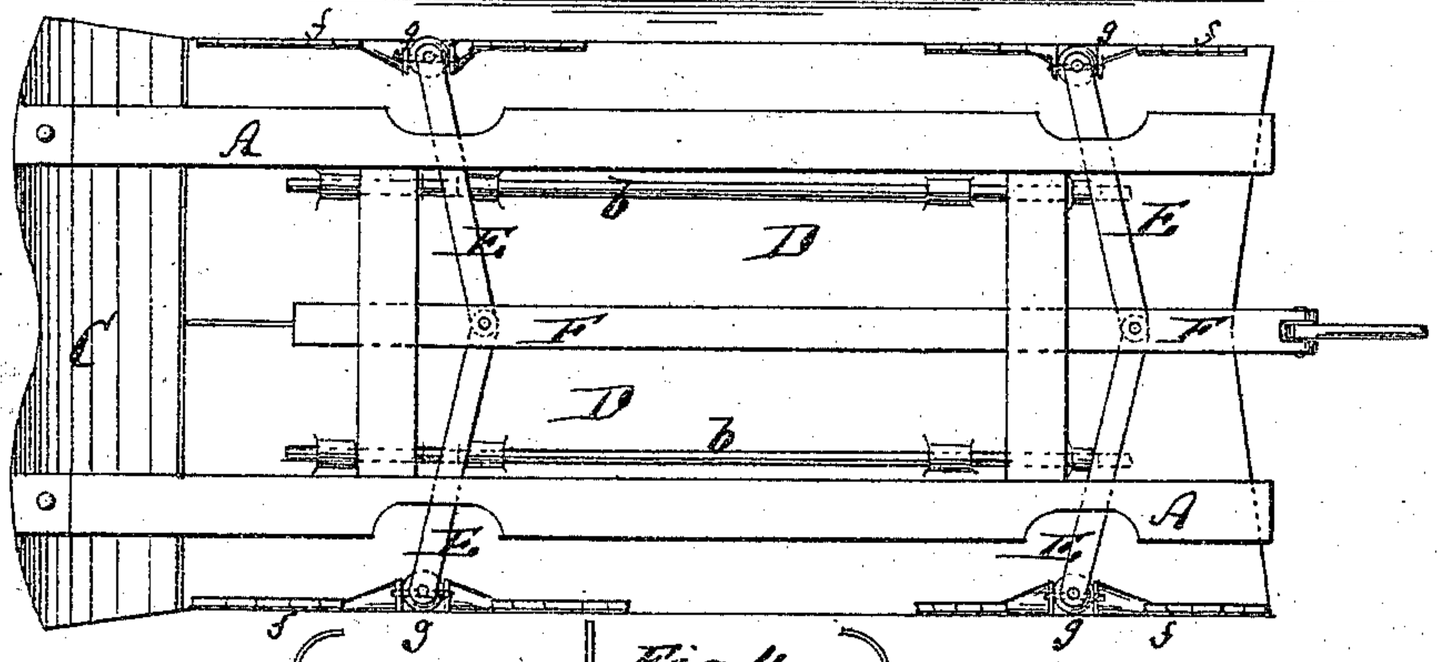
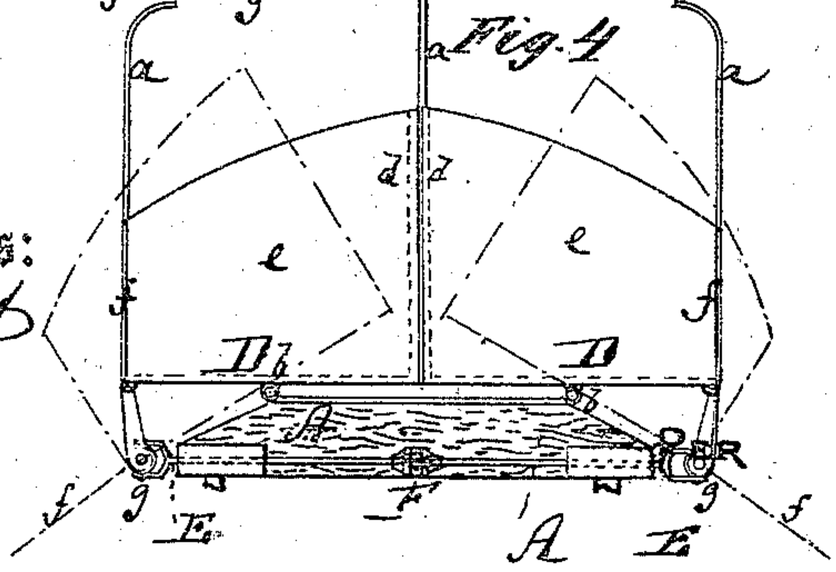


Fig. 4



Witnesses:
A. W. Almqvist
C. Sedgwick

Inventor:
W. Walker
Munn & Co
Attorneys.

UNITED STATES PATENT OFFICE.

WILLIAM WALKER, OF FORT BRIDGER, WYOMING TERRITORY.

IMPROVEMENT IN RAILWAY SNOW-PLOWS.

Specification forming part of Letters Patent No. **135,499**, dated February 4, 1873.

To all whom it may concern:

Be it known that I, WILLIAM WALKER, of Fort Bridger, in the county of Uintah and Territory of Wyoming, have invented a new and Improved Snow-Plow, of which the following is a specification:

Figure 1 represents a top view of my improved snow-plow. Fig. 2 is a side view, partly in section, of the same, the line *c c*, Fig. 1, indicating the plane of section. Fig. 3 is a bottom view, and Fig. 4 a rear elevation, of the same.

Similar letters of reference indicate corresponding parts.

This invention relates to a new machine for removing snow from railroad tracks; and consists in providing pivoted platforms with sides so hinged as to form extensions thereof when the platforms are tilted, and thus perform the office of chutes for delivering the snow at a suitable distance from the track. These hinged sides are held vertical and the platforms horizontal by the same means or devices. The invention also consists in combining said platforms and hinged sides with series of levers, whereby the tilting of the platforms and letting down of the sides are performed simultaneously. The invention finally consists in the use of a hinged check-plate applied to the front of each platform for the purpose of yielding to the entering snow, but preventing the snow from falling out at the front end, all as hereinafter more fully described.

A in the drawing represents the supporting frame-work of my improved snow-plow. The same is made of wood, metal, or both, of proper size and strength, and rests on two or more pairs of trucks, B B, preferably in an inclined position, to be lower in front than in rear, but horizontal transversely. To the front end of the the frame A is rigidly secured the plow proper C, which is an inclined plate of metal with projecting flanges *a a* at the ends and across the middle. D D are two platforms hinged to the frame A at *b b*, and covering the same entirely from the plow C backward. These platforms are both of equal size, each covering one-half of the frame A longitudinally. They have vertical longitudinal flanges *d d* at their contiguous edges, which prevent the snow on one platform from falling upon the other. At the back each platform has also a projecting upright plate, *e*. *f f* are plates hinged to the outer edges of the platforms D D. When held up in an upright position they, together with the plates *d* and *e*, serve to form a sort of box of each platform, which box is only open in front for the reception of snow from the plow C. By means of levers E E the plates *f f* connect with a sliding bar, F, that is placed longitudinally upon or through the frame A. The connection of the lever E with the plates *f* is made by means of universal joints *g g*.

When the bar F is drawn back it will swing the levers E E into oblique positions, and thereby swing the plates *f* down, and also tilt the platforms D, as indicated by dotted lines in Fig. 4.

When the bar F is moved forward to bring the levers E more into a position at right angles to F, the plates *f* will be swung up and the platforms held horizontal.

Between the uprights *a a* of the plow C are pivoted transverse plates G—one in front of each platform D. These plates G swing into a horizontal position, as in Fig. 2, whenever the plow is pushed forward into the snow, and permit, therefore, the entrance of snow into the two boxes.

When, however, the filled apparatus is backed so that the snow upon it crowds forward, the plates G will be swung into a vertical position against stops *h h* and prevent the escape of snow at the front end of the apparatus.

The apparatus is attached to the front of a locomotive-engine and pushed forward into the snow. When filled it is either drawn back to a convenient dumping-place or immediately dumped on the spot by drawing back the bar F, and thereby tilting the platforms and letting down the plates *f*.

Suitable mechanism connects with the rod F for moving the same back and forward.

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

1. The side plates *f f*, hinged at their lower edges to the platforms D D, and operated by

suitable devices, as shown and described, whereby said plates form chute-extensions of the platforms when the same are tilted, as specified.

2. The levers E E and bar F, arranged in combination with the hinged sides *f* and platforms D to operate the same simultaneously, as specified.

3. The hinged check-plate G, arranged between the upright end projections *a a* of a snow-plow, substantially as and for the purpose herein shown and described.

WILLIAM WALKER.

Witnesses:

ORLANDO NORTH,

CHARLES STONE.