

W. DAVIS.
Railroad Snow-Plows.

No. 136,975.

Patented March 18, 1873.

Fig. I.

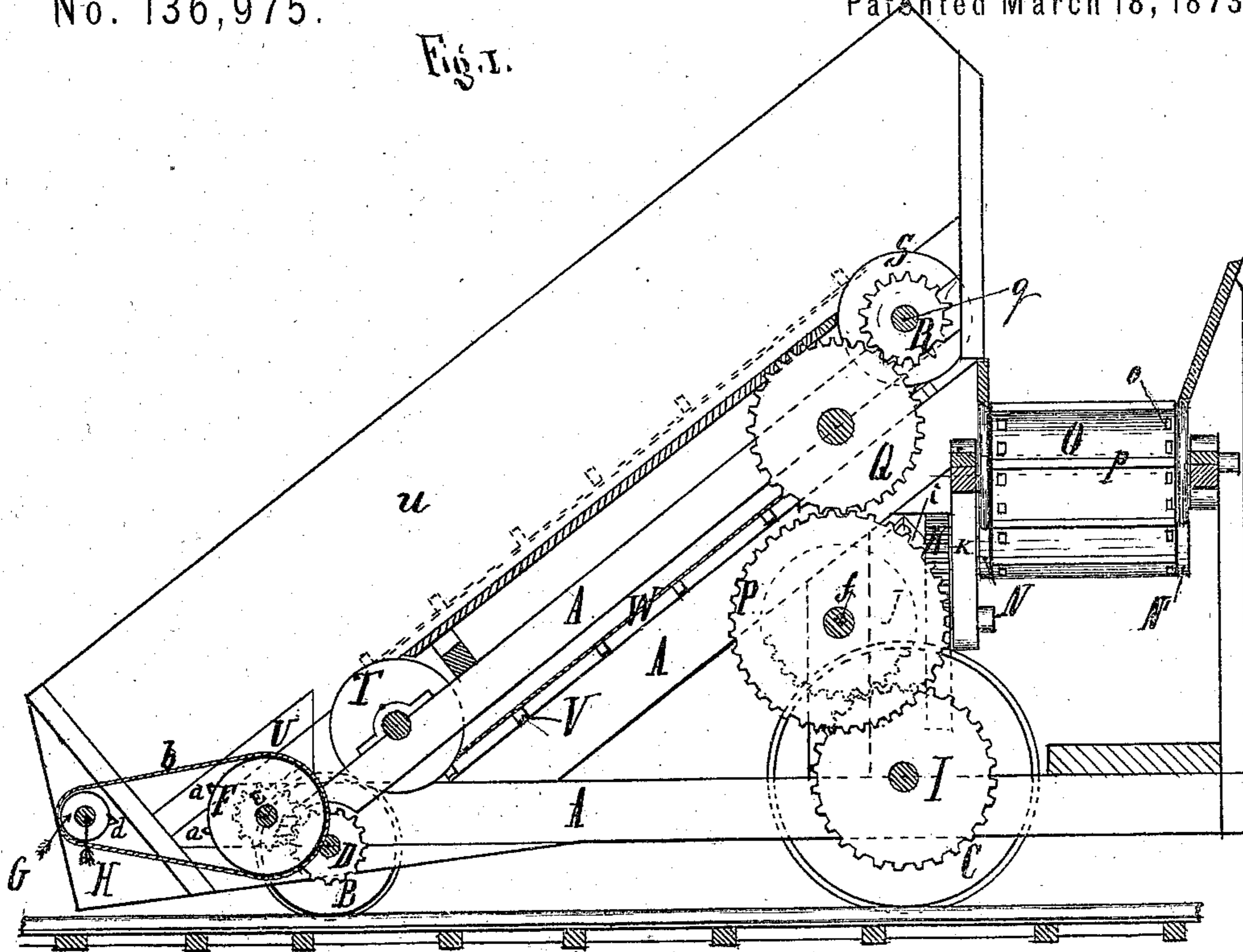
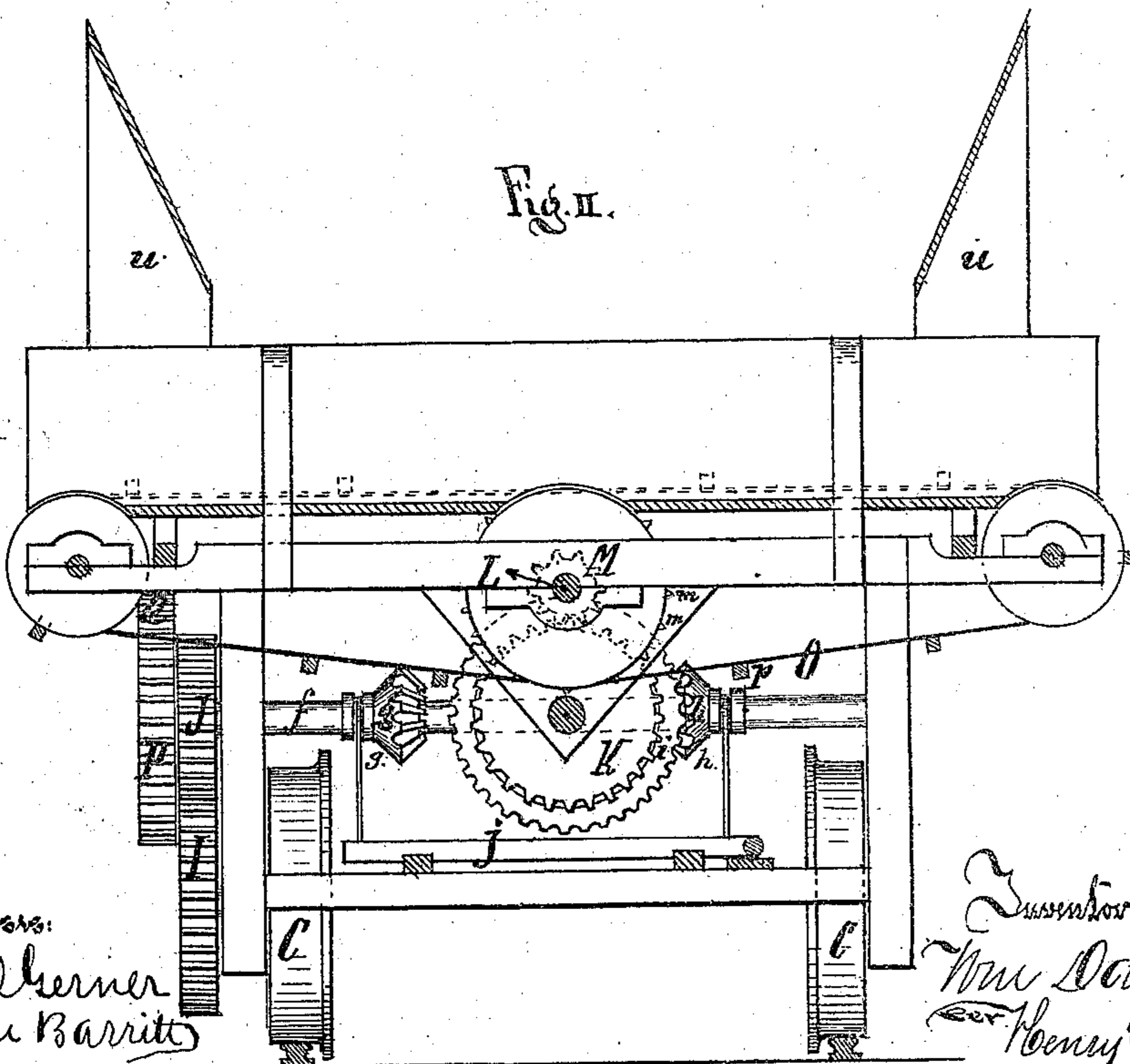


Fig. II.



Witnesses:
Richard Kerner
Franklin Barritt

Subscriber:
Wm Davis
Per Henry Cener

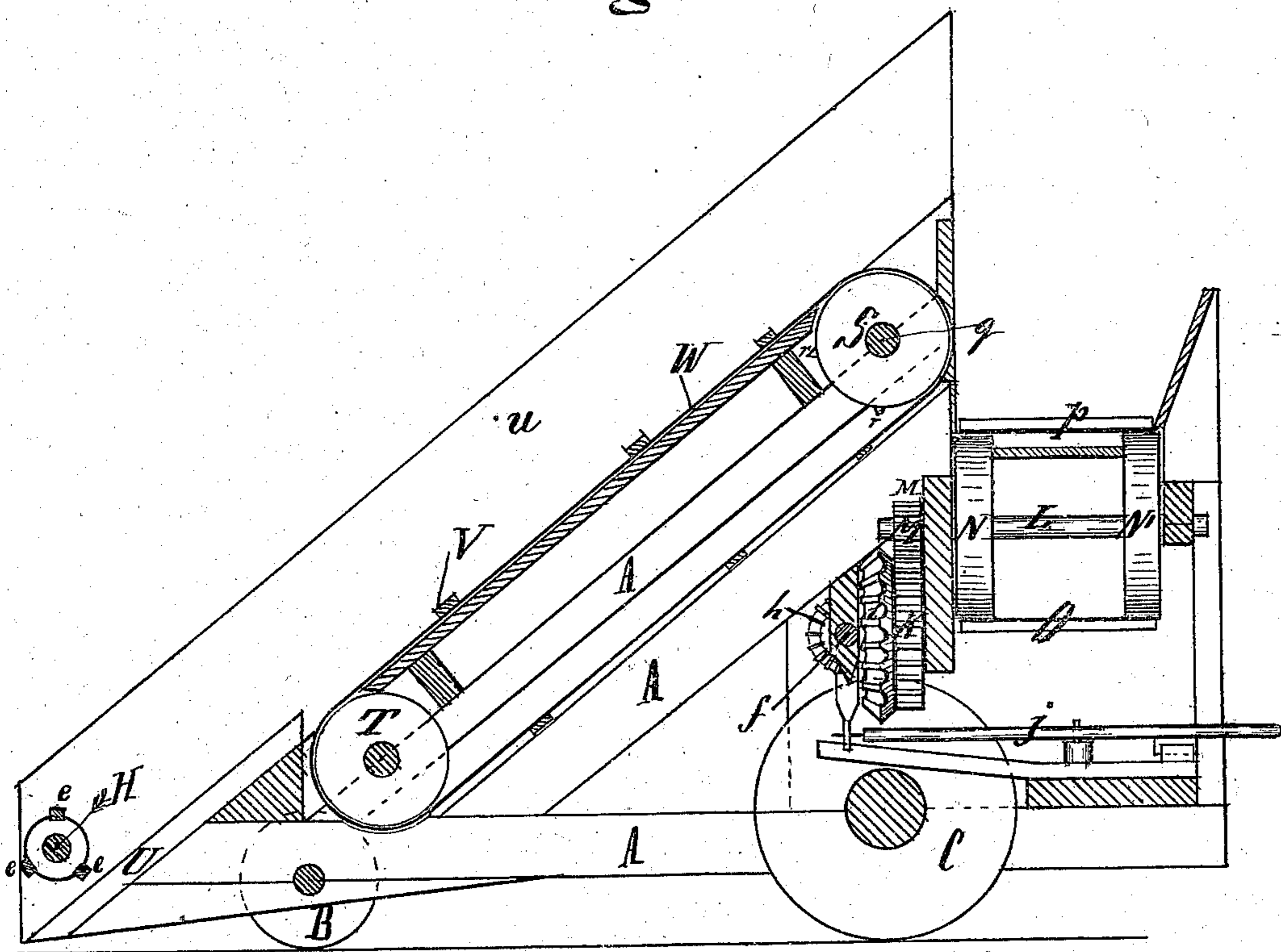
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Fig. III.



Witness:
Richard Gerner
Franklin Barlett

Inventor:
Wm Davis
Per Henry Gerner

UNITED STATES PATENT OFFICE.

WILLIAM DAVIS, OF FIVE CORNERS, NEW YORK.

IMPROVEMENT IN RAILROAD SNOW-PLOWS.

Specification forming part of Letters Patent No. **136,975**, dated March 18, 1873.

To all whom it may concern:

Be it known that I, WILLIAM DAVIS, of Five Corners, Cayuga county, State of New York, have invented certain Improvements in Railroad Snow-Plows, of which the following is a specification:

The object of my invention is to remove snow from the rails, especially snow-banks and drifts of snow in large quantities, which have hitherto proven the great obstacle for the progress of the trains, and for which the heretofore used expediences have proven inefficient.

In order to describe my invention more fully, I refer to the accompanying drawing forming a part of this specification.

Figure I, Sheet 1, is a side view of a railroad snow-plow embodying my invention. Fig. II, Sheet 1, is a back view of the same. Fig. III, Sheet 2, is a sectional view through line *x x*, Fig. II.

A is an inclined frame, to the front of which is attached the smaller railroad wheels B B, and to the rear of the same the larger railroad wheels C C, all on suitable axles and in suitable bearings. To one end of the smaller wheel-axle is fastened a gear-wheel, D, which works into the gear-wheel E, which in revolving, also revolves the pulley or wheel F attached to the same, and, having spurs *a a*, revolves the belt *b*. This belt, being attached to the pulley or wheel G, also provided with spurs *d*, causes the axle H to revolve. This axle H, placed in front of the inclined plane A, is lined with a number of cutters, *e e*, which in revolving break the banks or drifts of snow. To one end of the axle of the large wheels C C is attached a gear-wheel, I, which in revolving also revolves the gear-wheel J, which is attached to the axle *f*. To this axle *f* is fastened the two beveled-gear wheels *g* and *h*, which work into the beveled-gear wheel *i*, and can be drawn out of or in gear by aid of the lever *j*. A gear-wheel, K, attached to the beveled-gear wheel *r* works into the gear-wheel M, which is attached to an axle, L, to which are

fastened the pulleys N N' with spurs *m*, which revolve the belt O, the same being pierced with holes *o*. To this belt are attached the lathes or shovels *p p*. To the axle *f* is also fastened the gear-wheel P, which works into the gear-wheel Q, and thus into the gear-wheel R, which is attached to an axle, *q*, placed on the top in the rear of the inclined plane A. On the other end of this axle *q* is fastened a pulley, S, with spurs *r r*, which cause the belt W to revolve. The other end of said belt is carried over the pulley T, placed in front of the inclined plane. U is an inclined platform in front of the inclined plane. V V are shovels or lathes placed in certain distances apart and fastened to the belt W. *u u* are boards placed on both sides of the belt W and attached to the frame A.

The operation of my improved railroad snow-plow is as follows: The plow is placed in front of the locomotive, and is thus driven into the snow covering the rails. The cutters *c* in front, revolving, naturally serve to break up the packed snow, which is forced by the forward movement of the plow upon the inclined platform U, from which it is further forced up on the belt W, which by aid of the shovels V V carries the snow upon the inclined plane and deposits it upon the belt O, with the shovels *p p*, which in revolving carry the snow to either side of the track, as desired, which is done by shifting the lever J.

Having thus fully described my invention, I desire to claim—

The breaker *e*, incline platform U, belts W O, with shovels V and P attached thereto, in combination with the incline frame A, driving-wheels B B and C C, pulleys S T N N' G F, gear-wheels D E I J P Q R K M, bevel-gear wheel *g h i*, and boards *u* and *u*, substantially as and for the purpose hereinbefore set forth.

WILLIAM DAVIS.

Witnesses:

DANIEL M. BACON,
CHAS. G. BARGER.