

C. L. WOOD.
Snow-Plows for Railroads.

No. 144,377.

Patented Nov. 4, 1873.

Fig. 1.

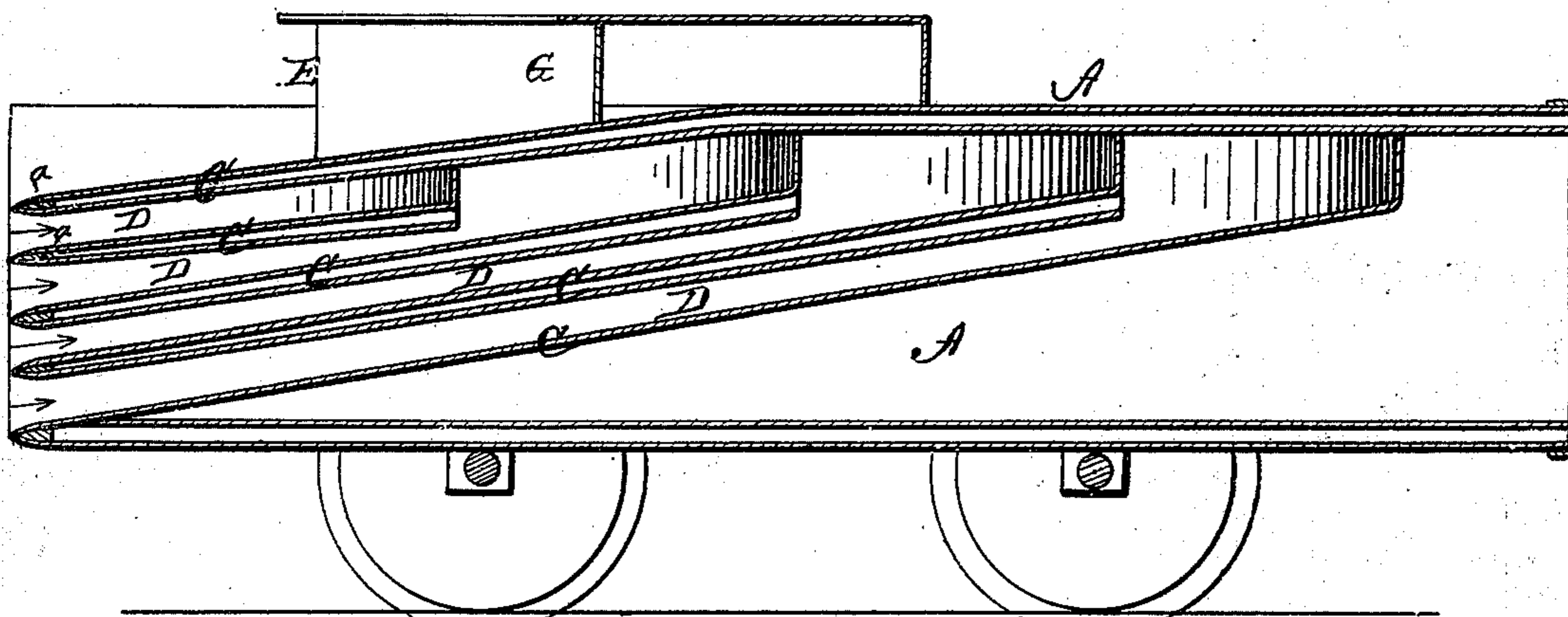


Fig. 2.

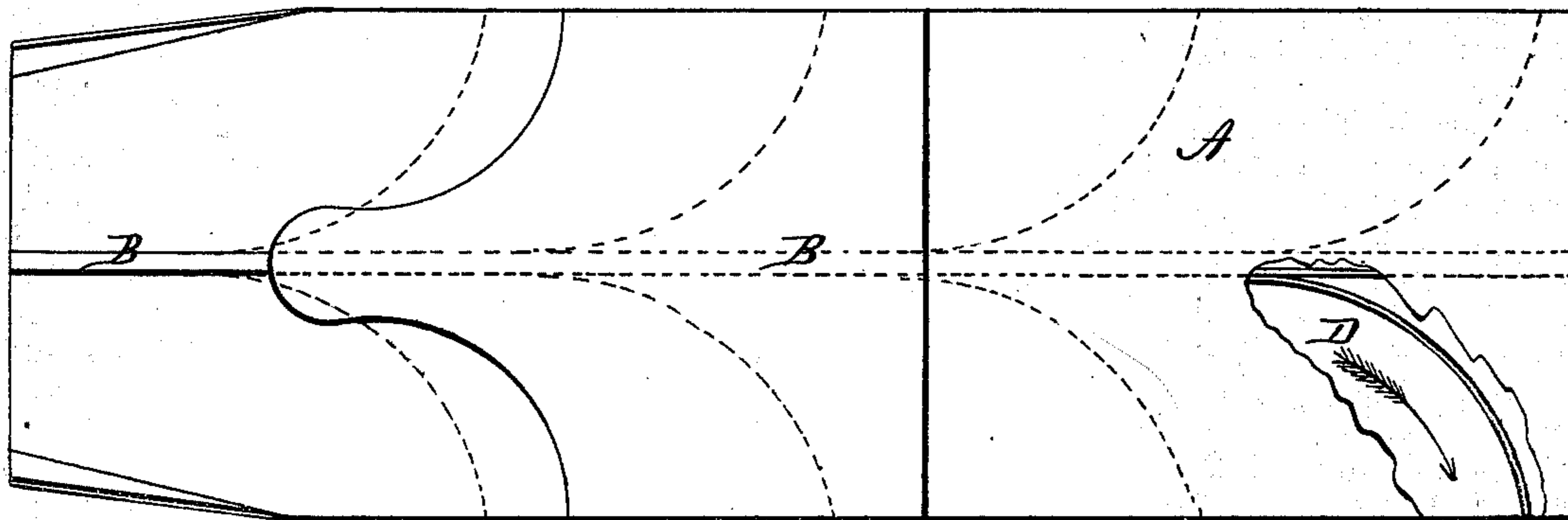
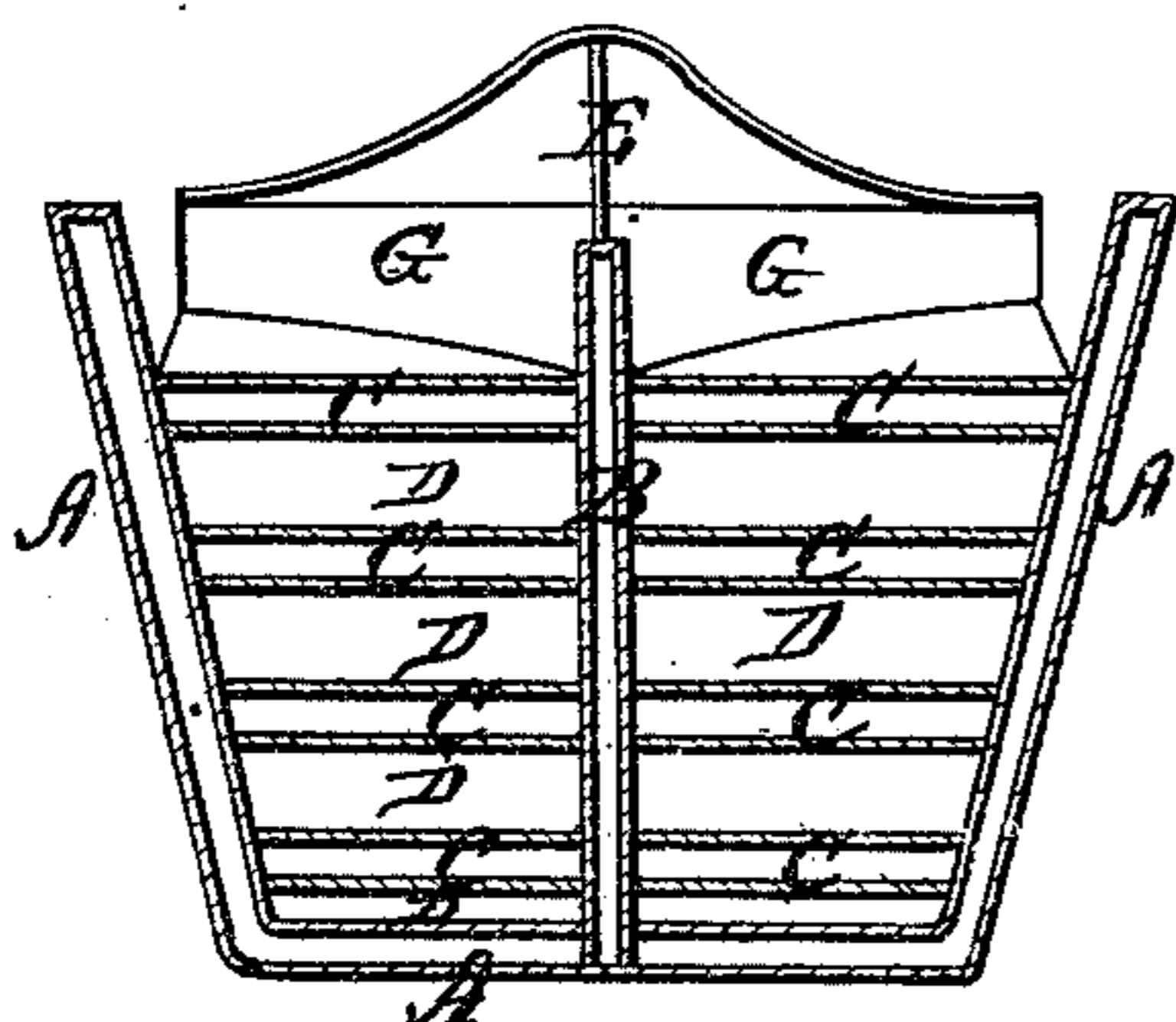


Fig. 3.



Witnesses

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UNITED STATES PATENT OFFICE.

CHARLES L. WOOD, OF CALAIS, MAINE.

IMPROVEMENT IN SNOW-PLOWS FOR RAILROADS.

Specification forming part of Letters Patent No. 144,377, dated November 4, 1873; application filed March 21, 1873.

To all whom it may concern:

Be it known that I, CHARLES L. WOOD, of Calais, in the county of Washington and State of Maine, have invented certain new and useful Improvements in Snow-Plows for Railroads; and do hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon.

The nature of my invention consists in the construction and arrangement of a snow-plow for railroads, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, which forms a part of this specification, and in which—

Figure 1 is a longitudinal vertical section, Fig. 2 a plan view, and Fig. 3 a transverse vertical section, of my improved snow-plow.

A represents the outside shell of the snow-plow, made with inclined sides, and tapering from front to back so that the bottom and the front end are narrower than the top and the rear end, respectively. In the center of the shell A is a longitudinal partition, B, extending the entire length of the shell, as shown. On each side of the center partition B are a series of inclined partitions, C C, extending from the front end of the shell backward at different lengths, forming on each side of the center partition a series of inclined flues, D D, which gradually increase in size from front to rear. The partitions C C are so arranged that the bottom flue will extend to, or nearly to, the rear end of the shell, the next flue end

a little in front thereof, and so on; all the flues, however, opening or ending in the sides of the shell at or near the upper edge.

This plow lifts the snow in sections at the entrances or front ends, which snow is carried up the inclined flues and discharged at the sides of the plow, thus relieving the plow from immense accumulation of snow in front.

The entering edges are sharp, wedge-shaped, and each provided with a steel plate, *a*, as shown in Fig. 1.

All the partitions B and C C, as well as the sides, bottom, and top of the shell A, are made hollow, each forming a steam-space, into which steam is to be injected from the locomotive-boiler, or from a boiler placed on the rear end of the plow, for the purpose of melting any accumulation of snow and ice, and thus preventing the plow from becoming clogged.

On top of the plow thus constructed is an additional cutter, E, with inclined or curved wings G G, to divide and carry off that part of the snow which may reach above the top of the plow.

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

In a snow-plow, the combination of the hollow sides, top, and bottom with the hollow partitions B and C C, the partitions forming flues which have their exits on the same horizontal line, substantially as and for the purpose set forth.

In testimony whereof I have hereunto signed my name.

CHARLES L. WOOD.

Witnesses:

ED. C. GOODNOW,
THOMAS E. UHARFF.