

F. BUSE.
Track-Clearers.

No. 145,090.

Patented Dec. 2, 1873.

Fig. 1

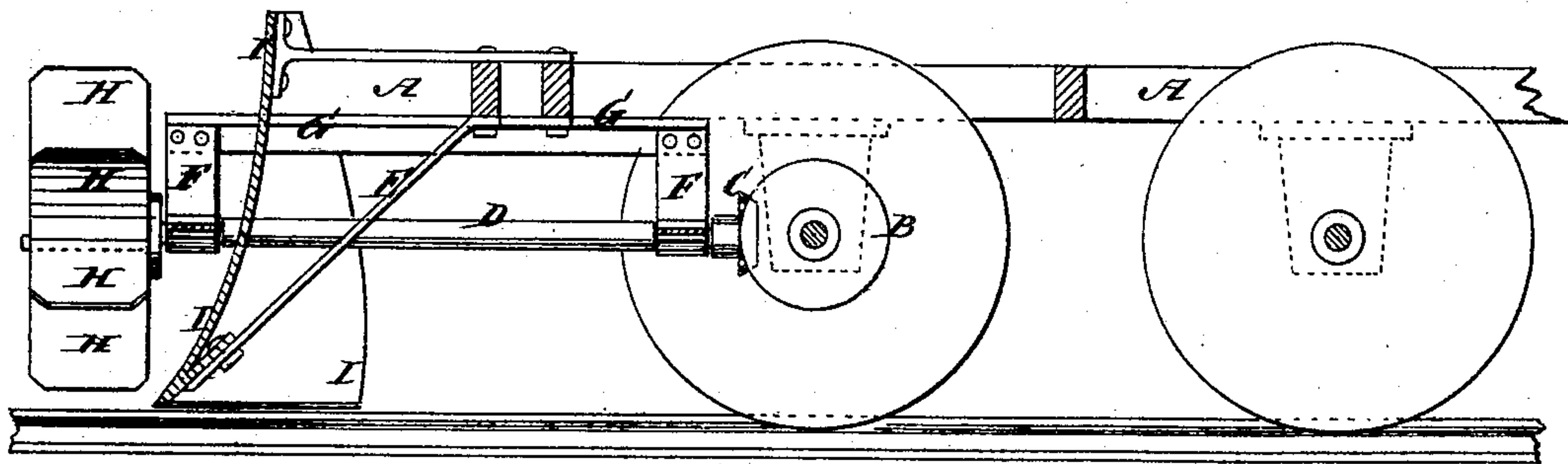
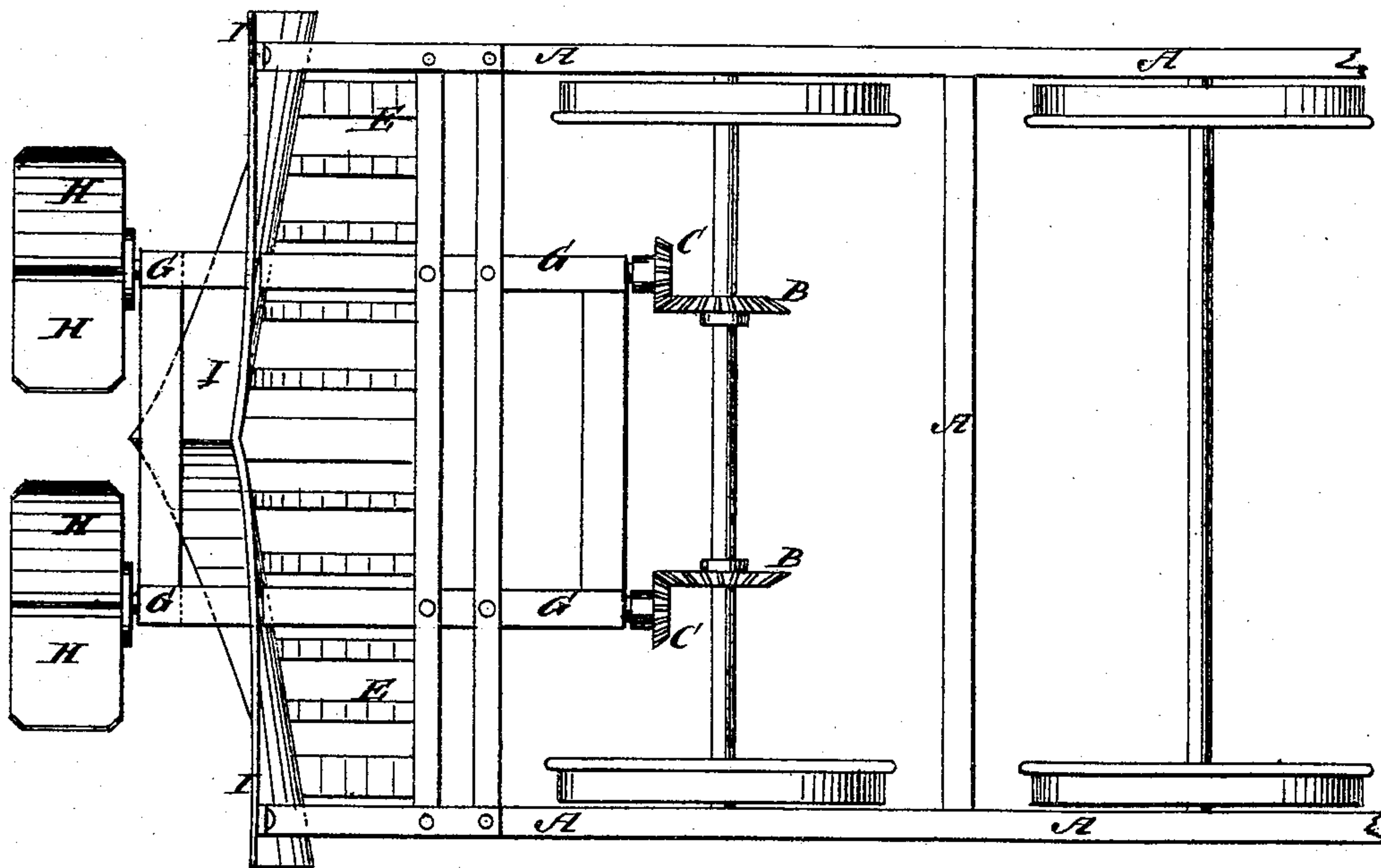


Fig. 2



Witnesses:

E. Wolff.
Sedgwick

Inventor:

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UNITED STATES PATENT OFFICE.

FREDERICK BUSE, OF FERGUS FALLS, MINNESOTA.

IMPROVEMENT IN TRACK-CLEARERS.

Specification forming part of Letters Patent No. **145,090**, dated December 2, 1873; application filed May 10, 1873.

To all whom it may concern:

Be it known that I, FREDERICK BUSE, of Fergus Falls, in the county of Otter Tail and State of Minnesota, have invented a new and useful Improvement in Rotary Snow-Plow, of which the following is a specification:

Figure 1 is a vertical longitudinal section of my improved snow-plow. Fig. 2 is a top view of the same.

Similar letters of reference indicate corresponding parts.

The invention will first be fully described, and then pointed out in the claim.

A represents a locomotive, to the forward axle of which are attached two bevel-gear wheels, B, into the teeth of which mesh the teeth of the bevel-gear wheels C, attached to the rear ends of the shafts D, which pass out through the bars of the cow-catcher E, and which revolve in and are supported by bearings F, attached to two beams, G, which are bolted or otherwise secured to the locomotive A. To the forward ends of the shafts D are attached heads, from which project four or more radial wings or shovels, H, as shown in Figs. 1 and 2. I is a plate, fender, or mold-board, which is attached to the cow-catcher E, and to bars or beam attached to the locomotive. The fender I is interposed between the cow-catcher E and the rotary wings or shovels H, and is so formed as to guide the

snow that may fly against it upward and outward.

By this construction, as the locomotive moves forward, the wings or shovels H will be revolved rapidly in such a direction as to throw and blow the snow from the track, and will thus work their way rapidly through the snow, even should it be greatly drifted.

I am aware that snow-plows have been constructed to transfer the snow from the outside toward the center of the track, then upward in front of locomotive, and finally off the track; but the objection to these is, that they envelop the train with snow, and prevent the engineer from having a front view. They also are compelled to use curved wings or mold-boards, which clog in soft snow, and cause the latter to work up against the locomotive. It will be perceived that my plow revolves in an opposite direction from these, and has a straight-winged head, whereby the snow is drawn down from the front and from the center to the outside.

What I claim is—

Two rotary wheels with straight radial shovels H, arranged in front of a locomotive, to throw the snow from the center outward and from the track, substantially as set forth.

FREDERICK BUSE.

Witnesses:

O. JERGENS,
E. E. CORBIN.