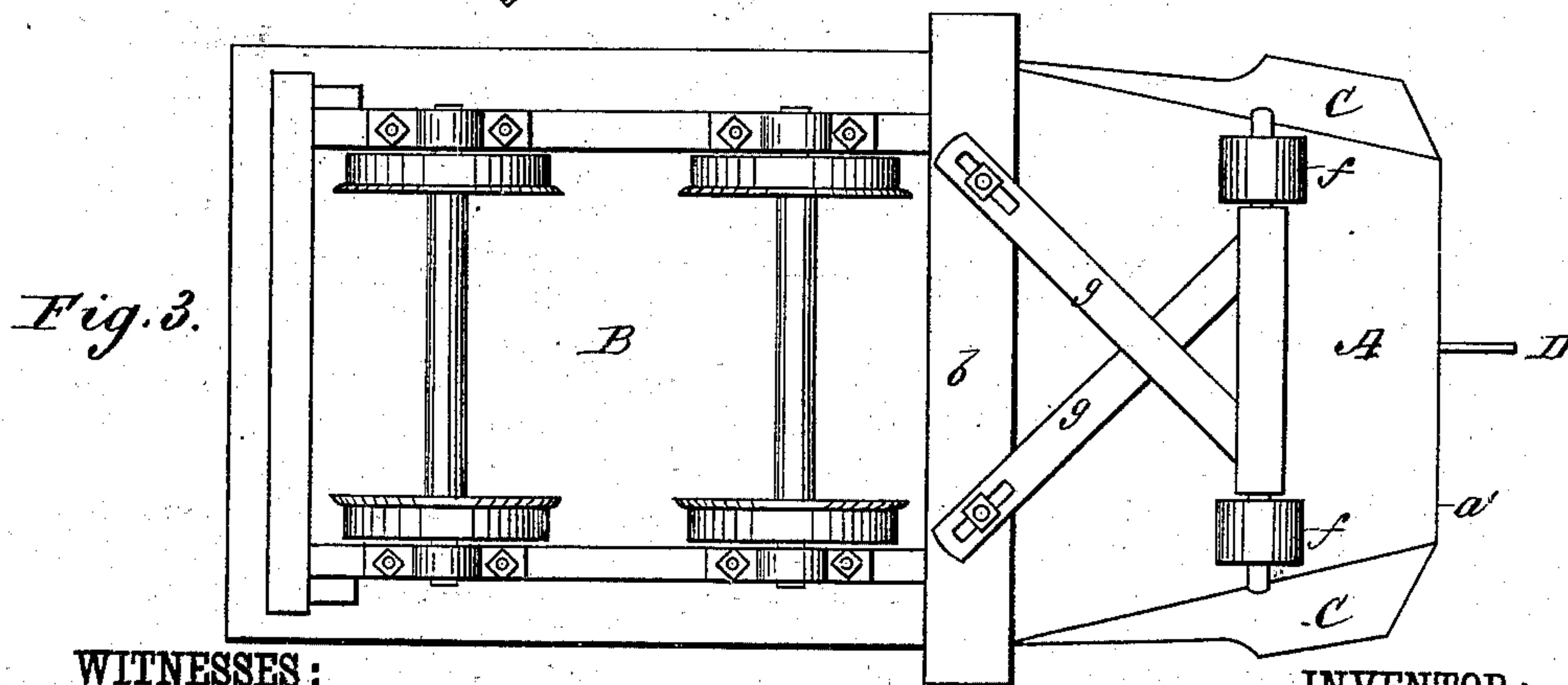
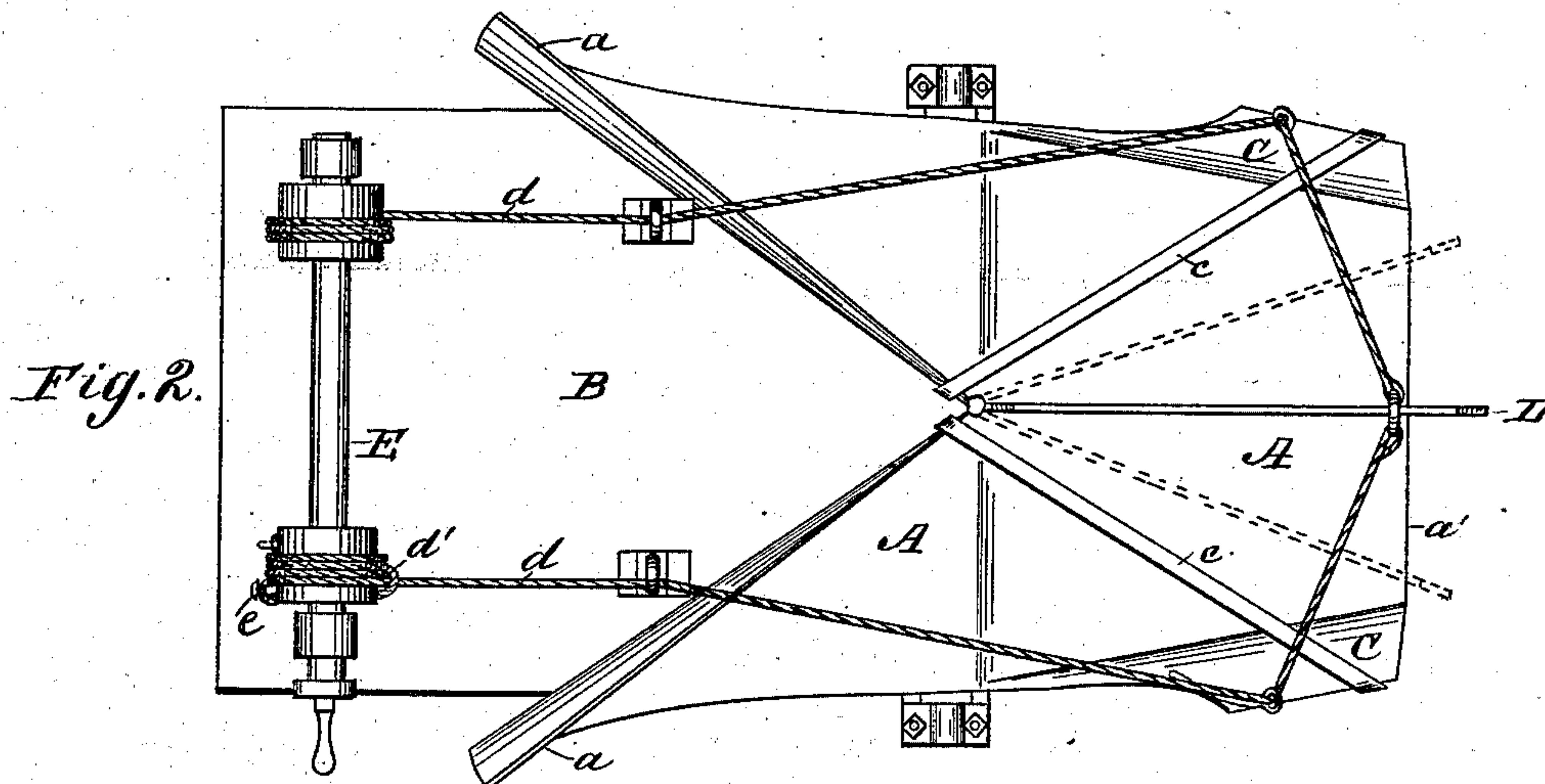
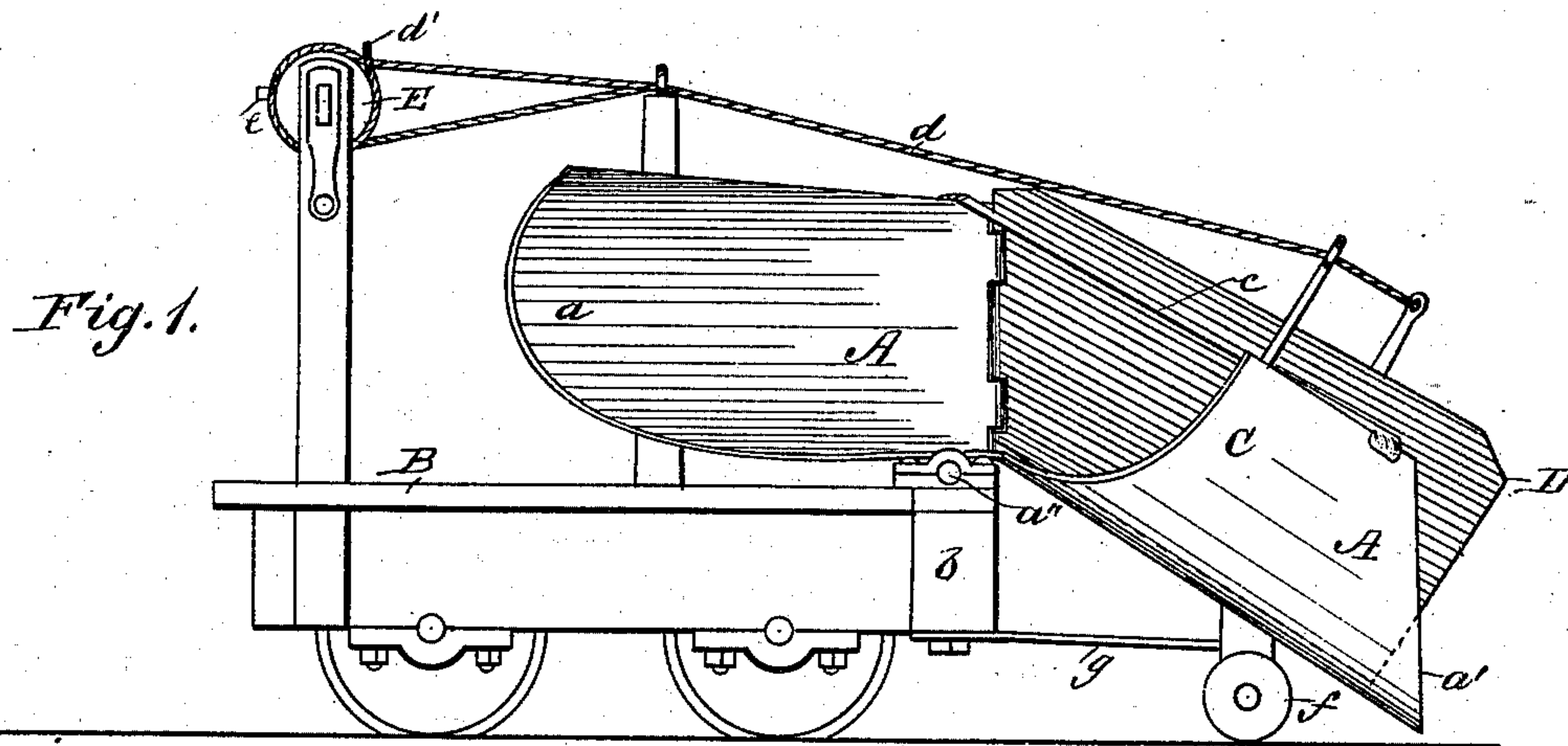


(No Model.)

H. RESLEY.
SNOW PLOW.

No. 252,252.

Patented Jan. 10, 1882.



WITNESSES:

W. W. Hollingsworth
A. L. Lyne

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UNITED STATES PATENT OFFICE.

HORACE RESLEY, OF CUMBERLAND, MARYLAND.

SNOW-PLOW.

SPECIFICATION forming part of Letters Patent No. 252,252, dated January 10, 1882.

Application filed September 8, 1881. (No model.)

To all whom it may concern:

Be it known that I, HORACE RESLEY, of Cumberland, in the county of Alleghany and State of Maryland, have invented a new and
5 useful Improvement in Snow-Plows, of which the following is a full, clear, and exact description, reference being had to the annexed drawings, forming part of this specification.

This invention relates to certain improvements on my snow-plow patented October 10,
10 1876, No. 183,207, in which I have shown a scoop having a slight vertical adjustment and bearing a swinging deflector and vertical cutters, with a supplementary removable plow arranged above said parts.

In the present invention I have dispensed with the supplementary plow and vertical cutters and have made several important improvements relating to the scoop, which will be hereinafter fully described.

In the accompanying drawings, Figure 1 represents a side elevation of my improved snow-plow; Fig. 2, a plan view, and Fig. 3 an inverted plan view.

25 The scoop A, which is designed to extend downward in front nearly to the railway-track, is supported near its center upon the bumper *b* of the truck B, and has its rear portion or wings, *a a*, deflected downward from the plane
30 of the forward portion, *a'*, in order to facilitate the passage of the snow to either side of the truck. The sides C C of the forward end of the scoop are supported by means of the braces *c c*, either straight or curved, which connect them with the wings *a a* of the rear portion.

The deflector D is hinged, in the usual manner, in the center of the scoop, and operated by means of cords or chains *d d*, which are secured thereto, and are adapted to be wound and unwound respectively by the same movement of the windlass E, to which they are connected. The braces *c c*, which are connected to the wings *a a*, near their point of meeting,
45 on opposite sides of the deflector, not only serve to strengthen the wings, but also support the deflector when the latter is thrown either side.

The forward end of the scoop is supported upon a pair of small rollers, *f f*, with or without flanges, which are designed to regulate the

distance of the front of the plow from the rails and also to take the strain off the braces *g g*, which are secured to the under side of the bumper and to the axle of the rollers *f*. The said braces, which are arranged across each
55 other, are loosely connected to the under side of the bumper by means of slots and bolts, so that the scoop, which rests upon a rounded or beveled bar, *a²*, on top of the bumper, may be allowed to rock when it is desired to bring its
60 forward end nearer to the rails, or in passing over uneven surfaces.

The cords or chains *d d*, by which the deflector is moved, are also adapted for elevating the front end of the scoop by means of a
65 loop, *d'*, which is placed around one of the cords, and a pin, *e*, on the windlass, over which the loop is to be passed. With this construction the cord or chain which is held by the loop will be wound in the same direction with
70 the remaining cord, and thus, both cords being wound by the same movement, the deflector, which is first drawn to one side to take the strain off it, will remain stationary for the time, and the forward part of the scoop will be
75 slightly drawn upward and the rollers raised above the rails.

Instead of arranging the deflector as shown, I may sometimes, by hinging it next to the bumper, adapt it for being drawn up by the
80 cords to nearly a perpendicular position, and then drawn to the required lateral position by one of the cords and let down like a chopper.

For removing snow three or four feet deep my invention is designed to be attached to a
85 locomotive; but in case of heavy drifts a larger-sized scoop will be placed upon a special truck and run in front of a locomotive.

The plow herein described may also be used for removing snow from street-car railways.
90 Instead of the vertical cutters employed in my former invention, I may use an upright support arranged under the braces *c c*, if found necessary.

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

1. The combination, with the deflector D, of the scoop A, having its sides C C connected to the forward part of its wings *a a* by the
100

braces *c c*, arranged on opposite sides of the deflector, substantially as and for the purpose set forth.

2. In a snow-plow, the combination of the
5 scoop A, the truck B, having the rounded bar *a*² upon its bumper, and which serves as a rest for the scoop, the slotted braces *g g*, secured to the under side of the bumper, the rollers *f*
10 *f*, and their axle arranged under the forward end of the scoop, substantially as shown and described.

3. In a snow-plow, the combination of the truck B, having bar *a*², the scoop A, adapted to rock thereon, the cords *d d*, the windlass E, having pin *e*, and the loop *d'*, placed upon one 15 of the cords and adapted to be engaged with the said pin, substantially as shown and described, and for the purpose set forth.

HORACE RESLEY.

Witnesses:

HOPWELL HEBB,
I. B. WIDENER.