

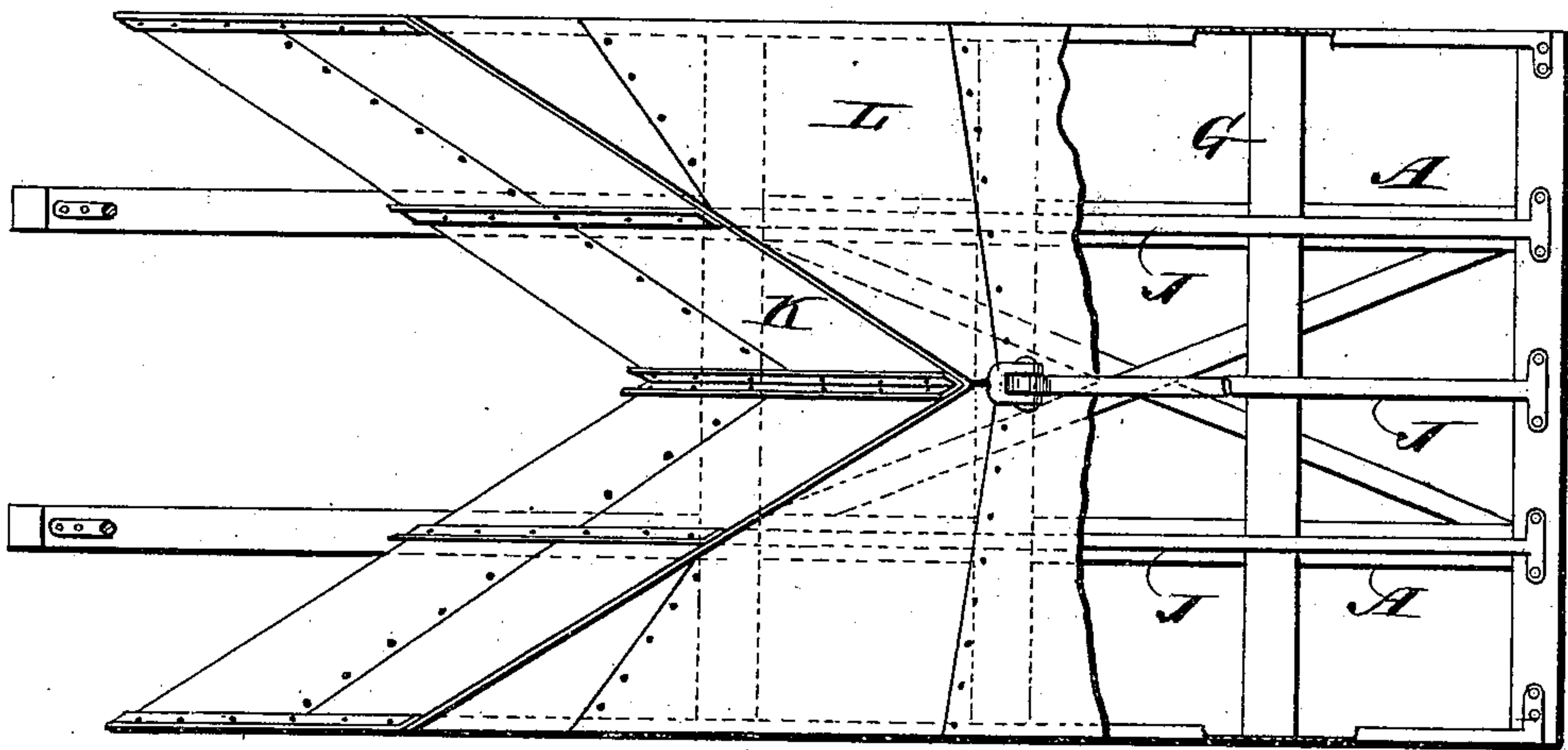
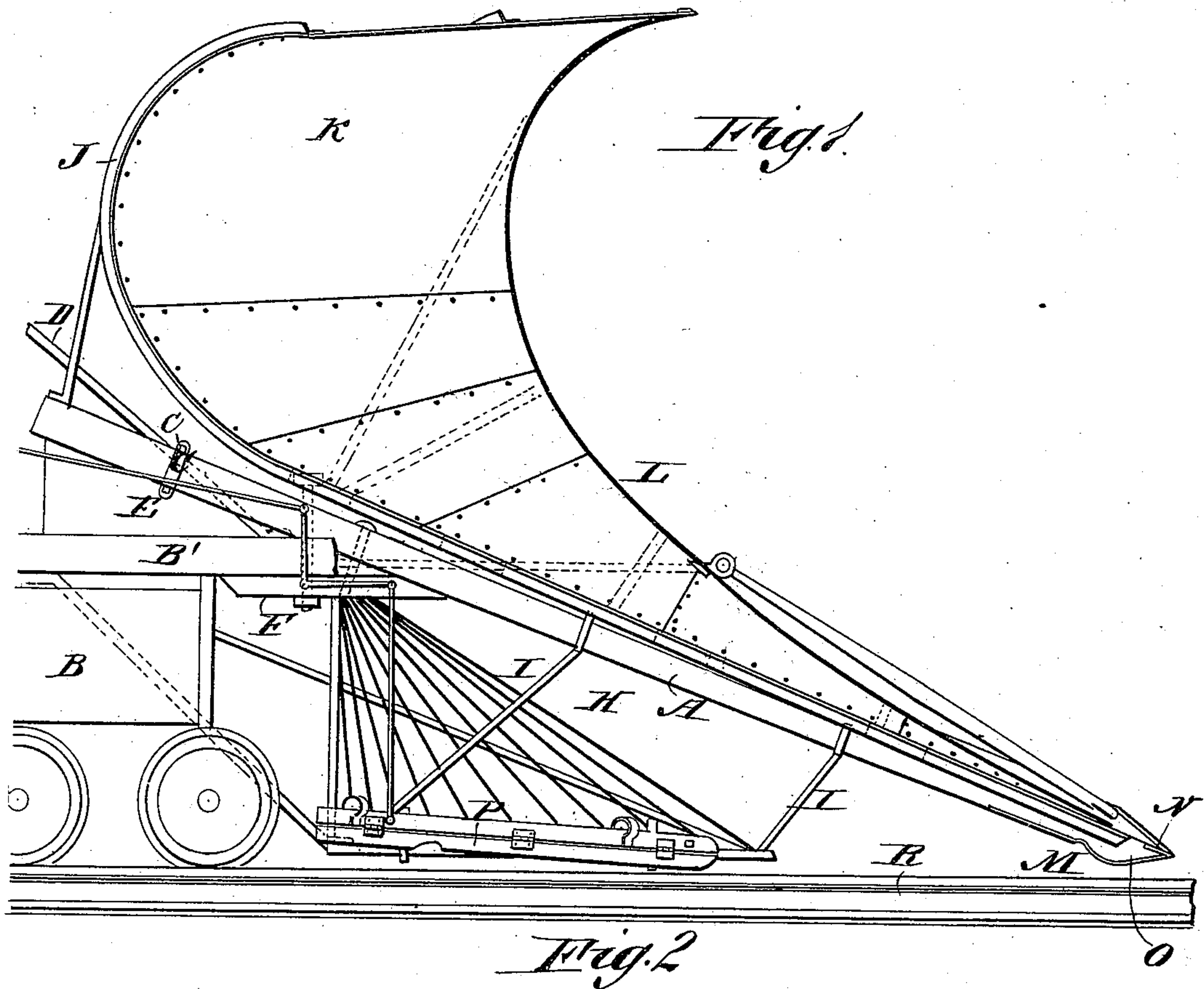
(No Model.)

J. M. POITRAS.

SNOW PLOW.

No. 337,078.

Patented Mar. 2, 1886.



WITNESSES:

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JOHN M. POITRAS, OF DESERONTO, ONTARIO, CANADA.

SNOW-PLOW.

SPECIFICATION forming part of Letters Patent No. 337,078, dated March 2, 1886.

Application filed June 17, 1885. Serial No. 163,967. (No model.)

To all whom it may concern:

Be it known that I, JOHN M. POITRAS, of Deseronto, in the Province of Ontario and Dominion of Canada, have invented a new and Improved Snow-Plow, of which the following is a full, clear, and exact description.

The object of my invention is to provide a new and improved snow-plow.

The invention consists in the construction and combination of parts and details, as will be fully set forth and described hereinafter.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 is a longitudinal elevation of my improved snow-plow. Fig. 2 is a plan view of the same with parts broken away.

The main longitudinal beams A are rested near their upper ends on the front part of the platform B' of the front truck, B, of a locomotive, and are held in place by clips C, passed around the upper ends of the beams A and the boiler-braces D, and are held in place at the lower ends by heavy T-irons bolted on the top and bottom edges of the beams A and on the oak nose-piece O. Wedge-shaped pieces E are placed between the platform B' and the upper ends of the beams A, to assist in keeping the beams rigid. Oak beams F are bolted to the under side of the platform B'; and project from the front edge of the same to the beams A, which rest on the ends of said beams F, and are fastened to the same by means of heavy clips passing entirely around the beams F and the beams A, wedge-shaped blocks being between the said beams A and F. The beams A are united by cross-beams G, and are braced from the cow-catcher H by a series of heavy iron braces, I. Angle-iron ribs J are bolted to the top side of the oak nose-piece O, and are carried to the rear and curved upward to form the share K, and to the said ribs the sheet-metal covering L is secured. The shoe M, made of sheet-steel or a steel plate, is secured to the under side of the oak nose-piece O, and is curved on its under side to fit said nose-piece, and on its front it is provided with a sharp flange, N, projecting toward the rear and overlapping the sheet-metal covering L. By this construction the front part of the plow is permitted to be sprung

down upon the rails under a great pressure; but it is usually held about one and one-quarter ($1\frac{1}{4}$) inch above the rails R by the spring-tension in said plow. Flanges P are held on the bottom edges of the cow-catcher, and can be lowered to sweep the remaining snow off the rails. The beams A are not at the side edges of the plow, as the ribs J at the side edges of the plow consist of angle-irons. When there is little or no snow on the track, the nose of the plow swings clear of the rails R; but when the snow is of sufficient depth to run on the shoe the said shoe is forced down upon the rails and the snow is all guided up the inclined faces of the plow and thrown to the sides. As soon as the drift, &c., has been passed the spring-tension in the plow throws the shoe upward into its normal position, clear of the rails.

One of the main objects is to provide a plow which is light enough to be carried upon the platform of the front trucks of a locomotive, which is always in readiness to clear the track of any depth of snow that can be removed by any snow-plow propelled by one or more locomotives.

If each freight and passenger locomotive carried one of these plows, there would be no necessity of keeping auxiliary engines and large forces of men to open the road after every snow-storm, or every time the wind blows the snow into drifts.

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

1. The combination, with a locomotive-truck, of beams having their upper ends resting upon and secured to the forward part of the said truck, the lower ends of the beams projecting over and beyond the cow-catcher, a snow-plow carried by said beams, and braces extending from the cow-catcher to the beams, substantially as herein shown and described.

2. The combination, with a locomotive-truck, of beams held on the same by clips held on the locomotive-braces, and of a snow-plow formed on the said beams, substantially as herein shown and described.

3. The combination, with a locomotive-truck, of beams held on the same, the wedges E, and the clips C, substantially as herein shown and described.

4. The combination, with a locomotive-truck, of the beams A and F, secured on the truck, and of bolts and clips for holding the beams A on the truck, and the beams F, substantially as herein shown and described.
5. The combination, with the beams A, secured on the front truck of a locomotive, of the cross-bars G, and of ribs J, secured on the nose-piece O and bars G, and having their upper ends curved, and of sheet metal secured on the ribs, substantially as herein shown and described.

JOHN M. POITRAS.

Witnesses:

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