

(No Model.)

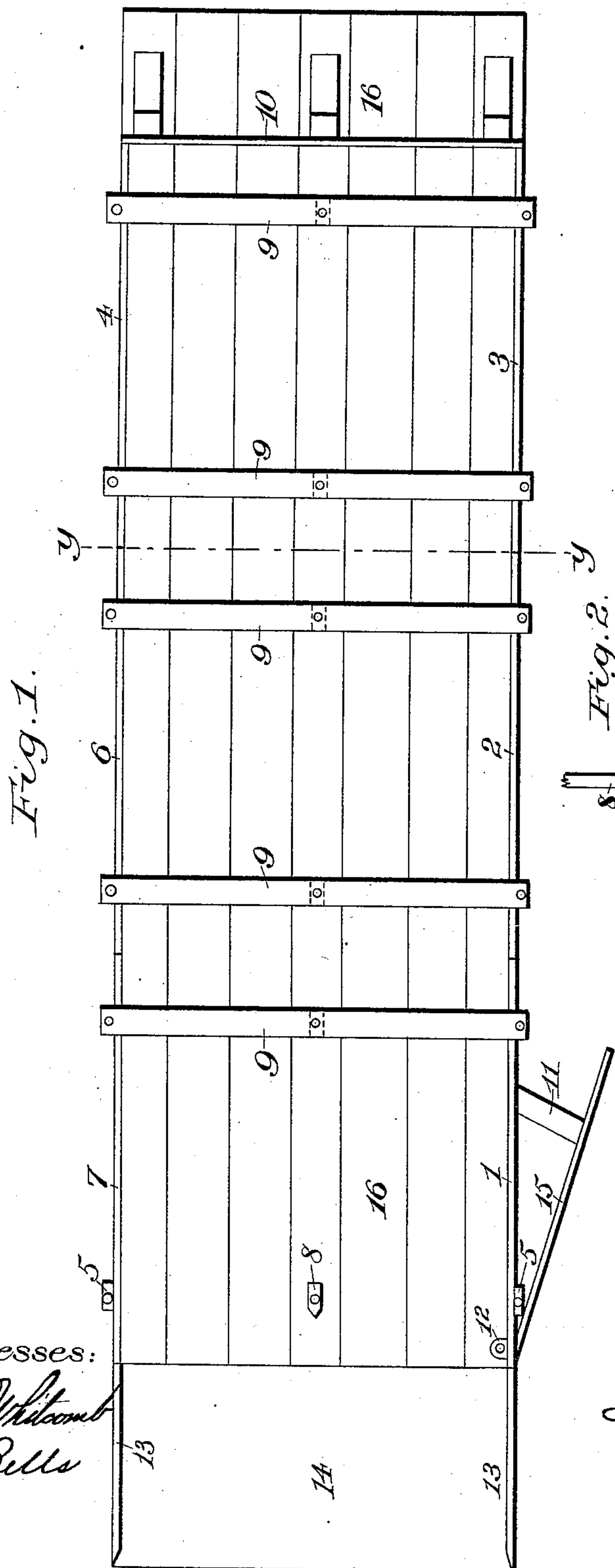
2 Sheets—Sheet 1.

J. WOOLLEY.

CAR FOR REMOVING SNOW FROM RAILROADS, &c.

No. 349,024.

Patented Sept. 14, 1886.



Witnesses:

W. Whitcomb
G. F. Bells

Inventor

Joseph Wadley

(No Model.)

2 Sheets—Sheet 2.

J. WOOLLEY.

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Fig. 3.

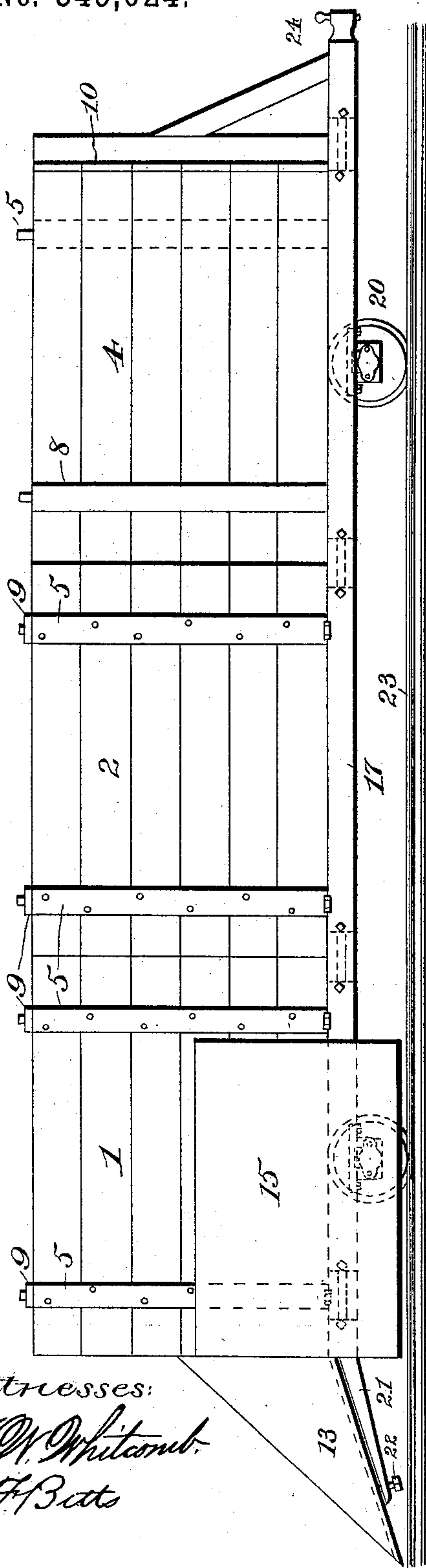


Fig. 5.

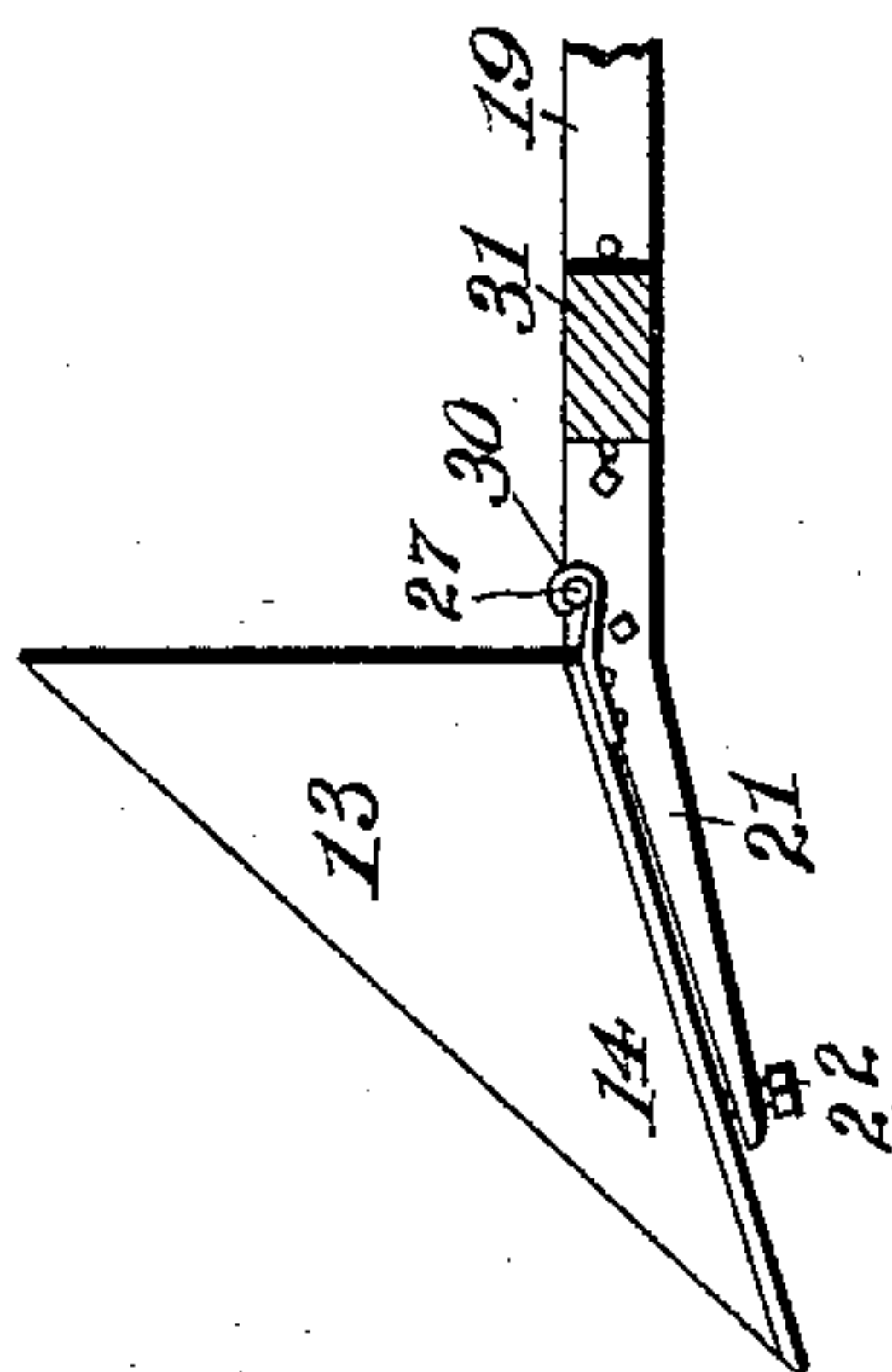
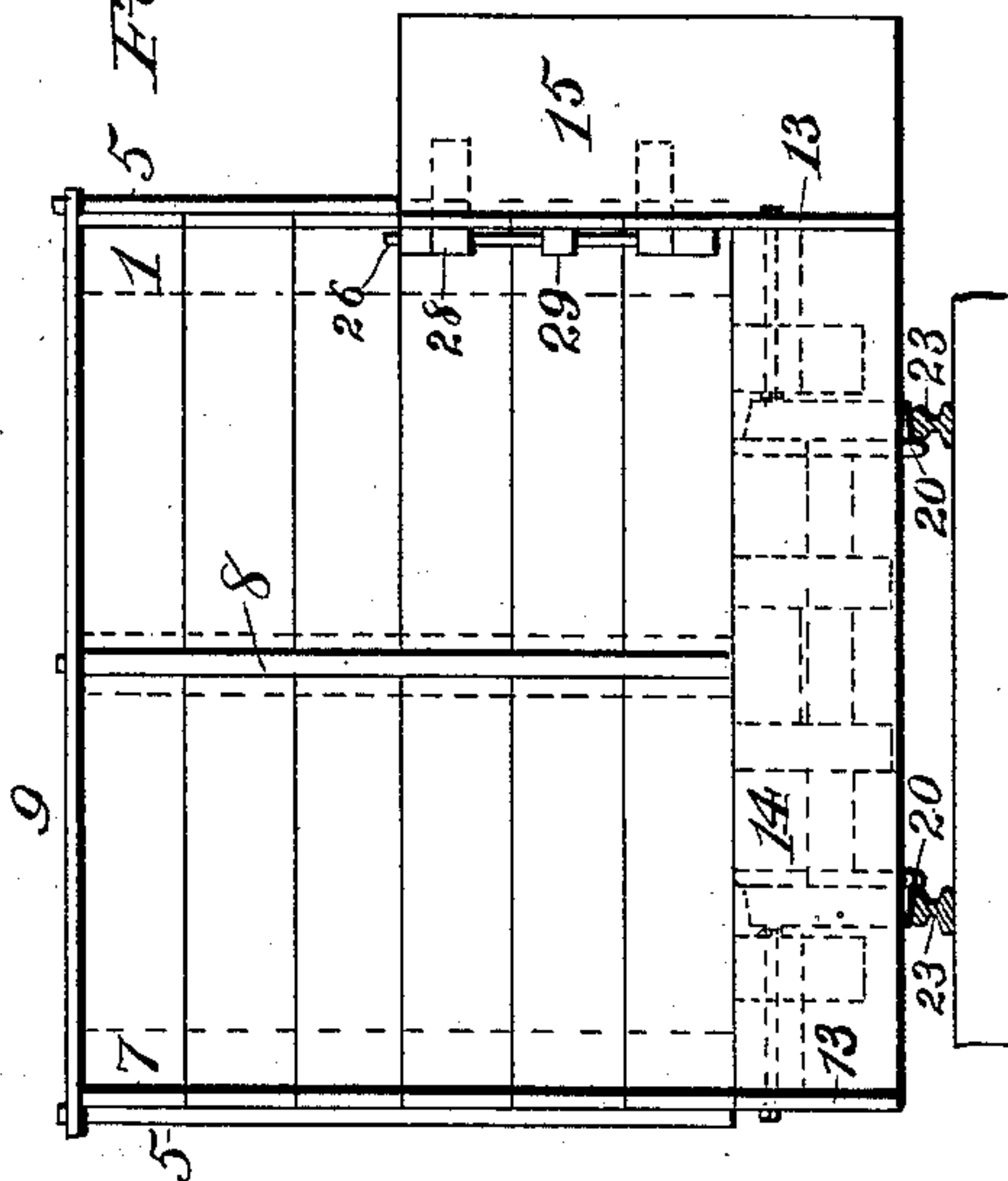


Fig. 4.



Witnesses:
W. D. Whitcomb.
G. F. Bates

Inventor
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UNITED STATES PATENT OFFICE.

JOSEPH WOOLLEY, OF RUTLAND, VERMONT.

CAR FOR REMOVING SNOW FROM RAILROADS, &c.

SPECIFICATION forming part of Letters Patent No. 349,024, dated September 14, 1886.

Application filed May 29, 1885. Serial No. 167,108. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH WOOLLEY, a citizen of the United States, residing at Rutland, in the county of Rutland and State of Vermont, have invented a new and useful Car for Removing Snow from Railroad Cuts and Yards, of which the following is a specification.

My invention relates to improvements in cars and apparatus for removing snow from cuts and other places on railroads where the snow must be taken entirely away.

The objects of my invention are, first, to provide a car that can be readily filled by pushing it into the cut and thereby filling it with the snow; second, providing means whereby the car, after being drawn out, can be readily dumped at a fill or some other convenient place; third, furnishing means whereby the snow lying between the tracks in railroad-yards can be cleared; and, fourth, to provide for adjusting the height of the riser from the rail, so that the riser can be raised or lowered, as desired. I attain these objects by the mechanism illustrated in the accompanying sheets of drawings.

Figure 1, Sheet 1, is a plan of the entire car. Fig. 2 is a cross-section of the same, taken on the line *y y* of Fig. 1, showing the sides of the car let down to dump the snow. Fig. 3, Sheet 2, is a side view of the car; Fig. 4, an end view of car; Fig. 5, details of the riser in side elevation, showing method of attaching the riser to the car and adjusting the height of the riser from the rails.

Similar figures refer to like parts throughout the several views.

The sides of the car 17 are divided into sections 1, 2, 3, 4, 6, and 7, which are hinged to the frame of the car at the bottom, and are secured at the top by the straps 9, which are fastened to the center posts, 8, their ends engaging with straps 5. The straps are bolted to the sides, as shown. To the front end of the car is attached the riser 14, furnished with

cutting sides or cutters 13. The riser is secured to the car by the rod 27 and straps 30, as shown in Fig. 5, Sheet 2, said strap and rod forming a hinge. The bottom of the riser is raised or lowered by means of the set-screw 22, passing through the brace 21. Said braces are bolted to the frame of the car. The wing 15 is attached to the car by the rod 26, passing through the lugs 29 on the side of the car, and through similar lugs, 28, on the wing. The wing is braced to the car by brace 11. The wing and brace can be readily removed when not needed.

The operation of my machine is as follows: The car being pushed into the snow filling a cut by a locomotive, and filled with snow, then drawn out to some suitable place, the straps 9 are taken off, letting the sides fall down, as shown. The car can then be dumped. The sides are then raised and fastened and the operation again repeated until the snow is removed.

If it is desired to clear the snow from a railroad-yard, the wing 15 is attached to either side of the car, and as the car advances down one track the snow filling the space between that and the next is thrown into the next track, where it can then be readily taken up by the car and removed, as above described.

I do not claim as part of my invention the trucks or platform of the car; but

What I do claim as my invention, and desire to secure by Letters Patent, is—

1. The combination of a car with hinged sides, as 1 2 3, &c., fastened by means of the straps 9, for the purpose set forth.

2. In combination with the car, the riser 14, with the cutting sides 13 and brace 21, and the set-screw 22, for raising or lowering the riser 14.

JOSEPH WOOLLEY.

Witnesses:

NATHL. S. STEARNS,
FRED M. BUTLER.