(No Model.) 2 Sheets—Sheet 1.

W. H. HERBERT.

RAILWAY SNOW PLOW.

No. 369,709. Patented Sept. 13, 1887.

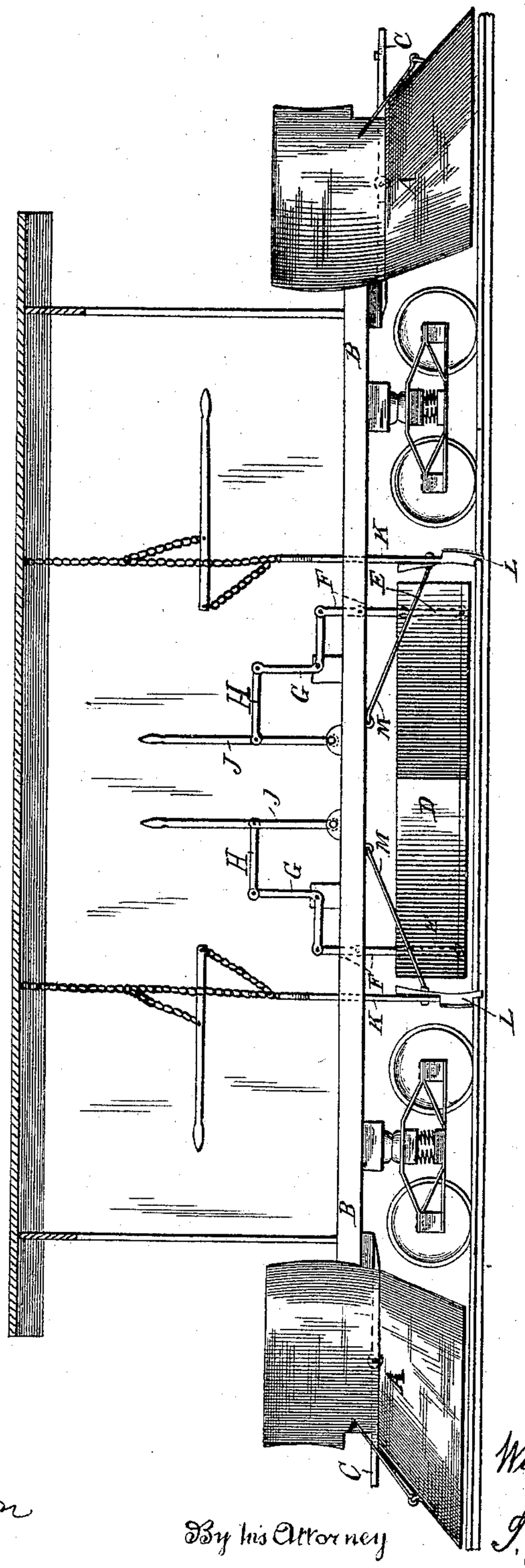

Fig. 1.

Witnesses
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F. J. Robertson

Inventor
William H. Herbert
By his Attorney
F. J. W. Robertson

(No Model.) 2 Sheets—Sheet 2.

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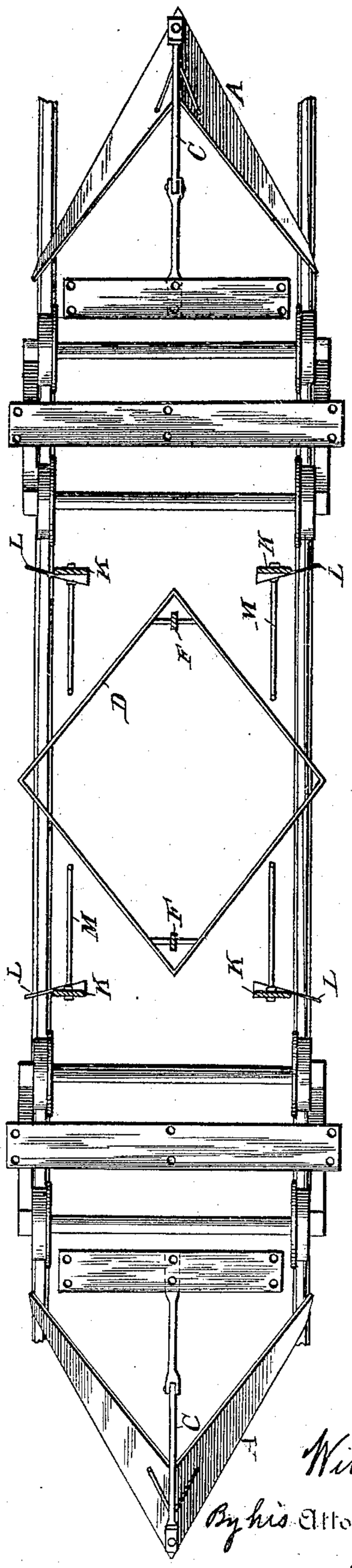

Fig. 2.

Witnesses
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UNITED STATES PATENT OFFICE.

WILLIAM H. HERBERT, OF HOBART, MICHIGAN.

RAILWAY SNOW-PLOW.

SPECIFICATION forming part of Letters Patent No. 369,709, dated September 13, 1887.

Application filed May 17, 1887. Serial No. 238,537. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. HERBERT, of Hobart, in the county of Wexford and State of Michigan, have invented new and useful Improvements in Railway Snow-Plows; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to certain new and useful improvements in railway snow-plows.

The invention consists in the peculiar construction, arrangement, and combination of the various parts, all as more fully hereinafter set forth.

Figure 1 is a side elevation, and Fig. 2 is a plan, of my improved device.

In the accompanying drawings, which form a part of this specification, A represents a double-mold-board plow rigidly secured to the bed B of a car, one at each end, and provided with a draw-bar, C, by means of which it may be drawn or pushed by a locomotive.

Between the trucks of the car is located a diamond-shaped scraper, D, and it is somewhat wider than the plow A, though it should in no case project beyond the ends of the cross-ties. Each end of the scraper is provided with an eyebolt, E, which is connected by means of links F to one arm of the bell-crank levers G, fulcrumed in a proper bearing, H, rising from the floor of the car. The opposite ends of these levers G are connected by bars H to the levers J.

K are vertically-adjustable posts which have a sliding movement in the bed of the car and carry upon their lower ends the shoes L, which latter are recessed, as shown, upon their lower edges, so as to extend down upon both sides of the rail, and they stand diagonally across the same. These posts may be connected in pairs to a cross-girt, so that such pair of posts may be raised simultaneously by means of a lever and chains, as shown, or in any other convenient manner, or they may be arranged to be operated separately.

M are draft-rods which connect the shoes L with the bed of the car.

In practice the device should be pushed ahead of a locomotive. The plow A clears the track of snow to within a few inches of the rails. The diamond-shaped scraper is adjusted so that its advancing end is close to the rails, while its rear end is slightly elevated. This scraper pushes the snow still farther from the track, while the following shoe L, being lowered, clears the snow from the sides of the rail, (the front shoe being elevated.)

It is evident that this device can be run in either direction and be very efficient in its work.

What I claim as my invention is—

1. The combination, with the car-bed, of the plows A, secured thereto, the intermediate diamond-shaped scraper, and means for independently adjusting vertically either end of said scraper, substantially as and for the purpose specified.

2. The combination, with the car-bed, of the plow A, secured thereto and provided with draw-bar C, the intermediate diamond-shaped scraper D, the shoes L, arranged upon opposite sides and ends of said scraper, and means for vertically adjusting said scraper and shoes independent of each other, as set forth.

W. H. HERBERT.

Witnesses:
F. H. CAYFORD,
H. W. MARSH.