

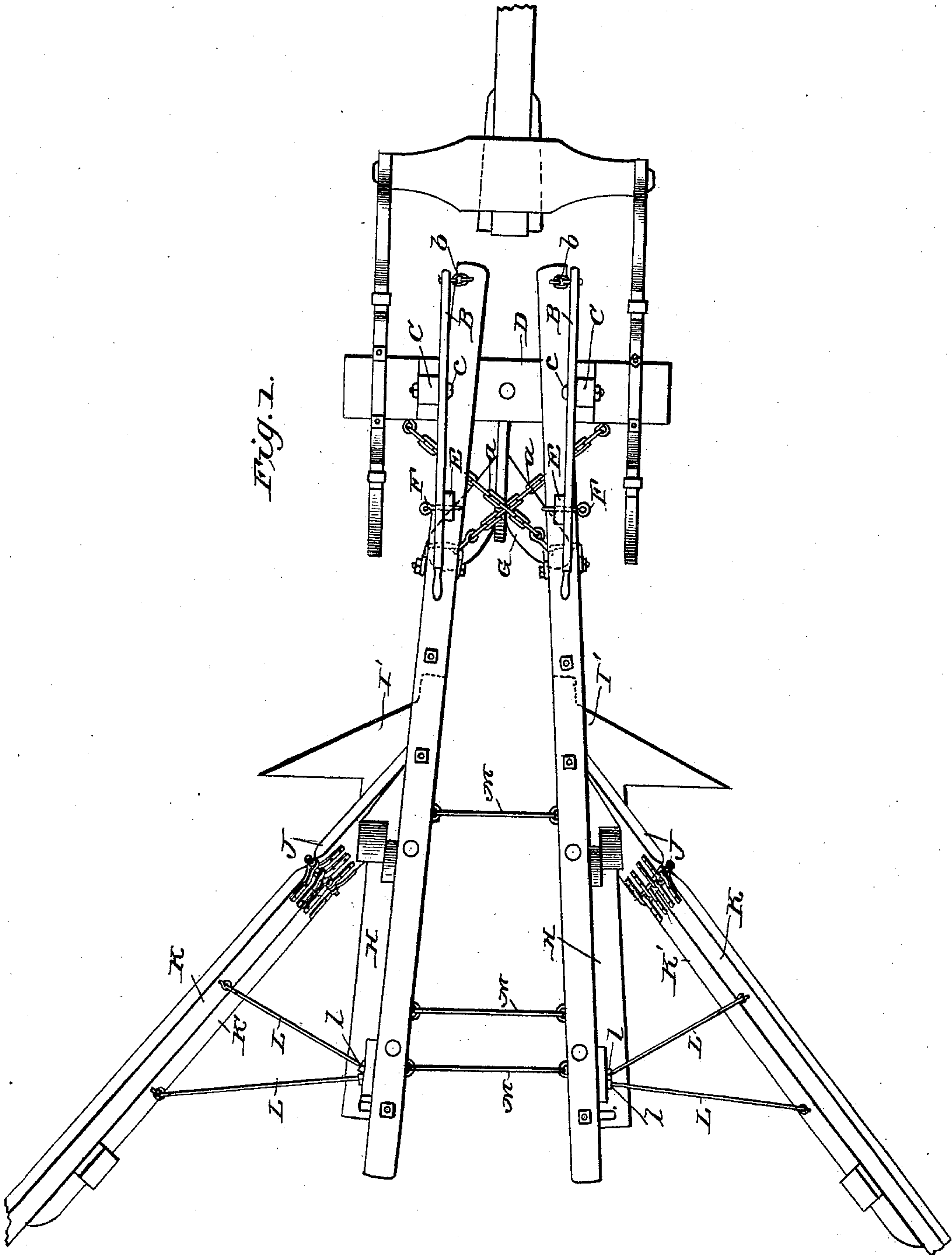
(No Model.)

2 Sheets—Sheet 1.

W. H. DEADMAN.
SNOW PLOW.

No. 407,513.

Patented July 23, 1889.



WITNESSES:
Fred G. Dieterich
P. B. Harper.

INVENTOR:
William H. Deadman.
BY *Wm. L.*
ATTORNEYS.

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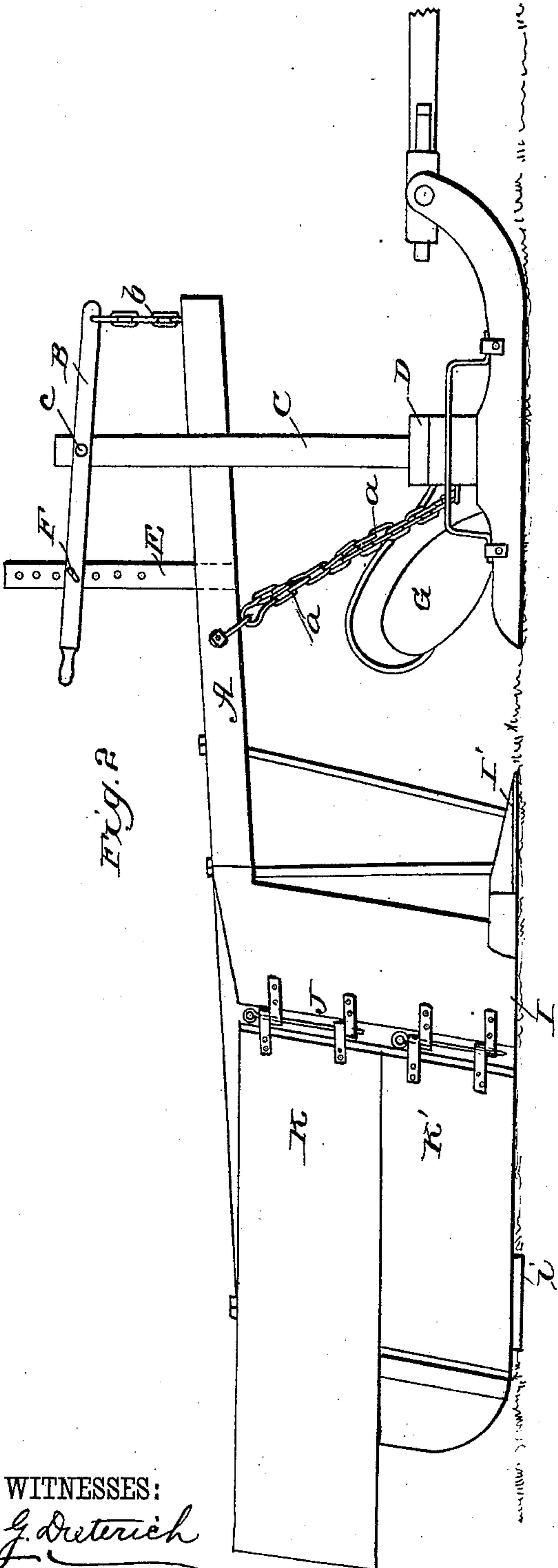


Fig. 2

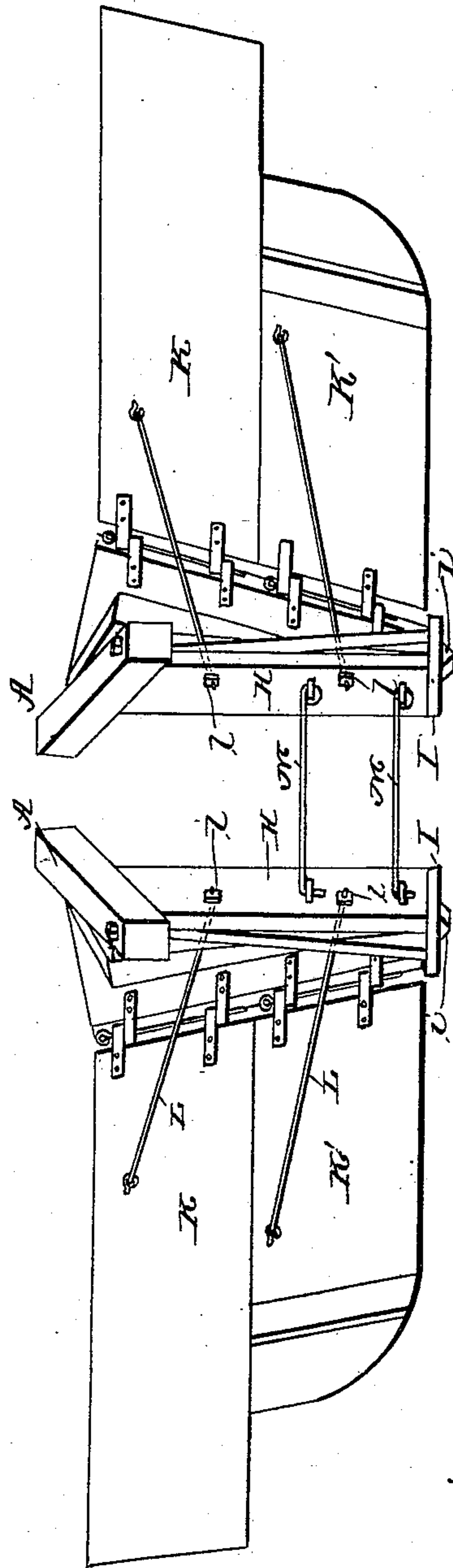


Fig. 3

WITNESSES:
Fred G. Dretterich
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UNITED STATES PATENT OFFICE.

WILLIAM HENRY DEADMAN, OF ALPENA, MICHIGAN, ASSIGNOR OF ONE
HALF TO AUSTIN DEADMAN, OF SAME PLACE.

SNOW-PLOW.

SPECIFICATION forming part of Letters Patent No. 407,513, dated July 23, 1889.

Application filed January 19, 1889. Serial No. 296,925. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM HENRY DEADMAN, of Alpena, in the county of Alpena and State of Michigan, have invented a new and
5 useful Improvement in Snow-Plows, of which the following is a specification.

My invention is an improvement in snow-plows; and it consists in certain features of construction and novel combinations of parts, as
10 will be hereinafter described and claimed.

In the drawings, Figure 1 is a top plan view, Fig. 2 is a side view, and Fig. 3 is a rear elevation, of my improved plow.

The plows proper have beams A supported
15 at their forward ends on the levers B, which are pivoted between their ends on a suitable support, connected at their forward ends with beams A and suitably secured at their rear ends. Side standards C are mounted on a
20 bolster D, supported on the truck—preferably a sled, as shown—and these standards form supports for the levers B, which are pivoted thereto at *c*, as shown, and have arms in front and rear of their pivots, the front arms being
25 connected by chains *b*, or in other suitable manner, with the front ends of beams A. At their rear ends the levers move alongside of uprights E, mounted on the beams A, and may be secured in any suitable adjustment
30 by pins F, forming a detent and passed through coincident holes in the levers and beams. This construction enables the adjustment of the beams A up or down at their forward ends to support the plow-beams at
35 the desired height. By this construction the depth of the plows may be regulated at will.

In the plan view, Fig. 1, I show the plow G for clearing the center of the road, so that the cross-chains presently described will not drag
40 the snow down again.

I employ two plow-sections or plows proper, the beams of which in practice are rested on the adjustable supporting-levers, and which are connected by draft-chains *a* with the
45 sled, such draft-chains being preferably crossed, so the plows will track properly in rounding curves, turning, and the like. As the plows are alike, I shall first describe one and then describe how they are used together.
50

To the beam A is secured the landside H,

which depends from the beam and has the sole-piece I secured to its lower edge, which sole-piece extends in advance of the landside and supports the point I'. To the under side of the sole-piece, near its rear end, I
55 secure a rib *i*, usually of steel, which serves to guide and steady the movement of the plow and give a downward tendency to the point thereof.
60

The front or mold-board section J connects at its forward edge with the landside, as shown. To the rear edge of the mold-board, which forms a support therefor, I pivot the forward ends of the mold-board wings K
65 K', arranged one above the other, as shown, and the upper wing K being preferably longer than the lower wing, as shown. These wings are braced in their open position by brace-rods L, connected at one end with the wings
70 and extended at their rear ends through openings in the plow-framing, and having set-nuts *l* turned thereon, forming adjustable stops, by which the wings may be held out in any suitable adjustment. These wings, being
75 arranged one above the other, may be set independently of each other. For instance, the lower wing may be set to form a way for the sled or wagon, while the upper one is set to form a way for any part of the load thereon
80 which may project laterally from the sled or wagon. It will be noticed that the under edge of the lower wing curves or inclines upward at its outer end, which construction rounds up the cleared track at the outer edge
85 thereof, and thus serves to prevent sleighs from swinging out of the cleared track.

The two plows are arranged side by side, with the landside of one facing that of the other, and are held the proper distance apart
90 by suitable connections, preferably the separating-rods M, usually three, as shown, having one or both ends curved or hooked to engage eyes *m* on the inner sides of the landsides. I prefer to arrange the first rod M
95 about eighteen inches from the front of plow and about ten inches from the ground. The second rod M is placed about fourteen inches from back end of plow and ten inches from the ground, and the third rod is arranged about
100 nine inches from the rear end of the plow and about three inches from the ground. By

detaching one end of these rods M the plows may be brought close together.

By detaching one plow-section and going forward through a drift the snow may be
5 thrown on the lower side of the road, thus leveling the road-bed.

After a road has been formed the plow may be returned through the track so cleared by adjusting the mold-board wings in, or by releasing the separating-rods, or by both releasing the separating-rods and adjusting the wings in, as will be readily understood from the drawings.

Having thus described my invention, what I
15 claim as new is—

1. In a snow-plow, the combination of the truck, the beam-support mounted thereon, the two plow-sections having the forward ends of their beams adjustable and having such
20 beams connected with said supports, and the draft-connections between said plow-sections and the truck, substantially as and for the purposes specified.

2. In a snow-plow, the combination, with
25 the two plows proper having their beams or frames adjustable close together or apart, of an adjustable separating connection or connections by which said beams or frames may be held apart, substantially as set forth.

30 3. The combination, with the two plows ar-

ranged side by side, of an eye or eyes on the inner side of one of said plows, and a rod or rods pivoted at one end to the other plow and having at its free end a hook to enter the eye of the other plow, substantially as set forth. 35

4. A snow-plow having its sole-piece provided with a rib secured to and depending from its under side near its rear end, substantially as set forth.

5. A snow-plow having a plurality of independently-adjustable hinged wings arranged one above the other, substantially as set forth. 40

6. A snow-plow having a plurality of independently-adjustable wings arranged one above the other, the upper wing being longer
45 than the lower one, substantially as set forth.

7. In a snow-plow, the combination of the beam, the landside connected to and depending from said beam, the sole-piece secured to the landside and extended in advance thereof, 50 the point on said extension, the mold-board, the mold-board wings hinged independently to the mold-board and arranged one above the other, and the brace-rods connected with said wings and having adjustable stops, sub- 55
stantially as set forth.

WILLIAM HENRY DEADMAN.

Witnesses:

JOANNA EMILY DEADMAN,
BYRON DEADMAN.