No. 649,709. Patented May 15, 1900.

W. B. TABOR.

SNOW PLOW.

(Application filed Jan. 22, 1900.)

(No Model.) 2 Sheets—Sheet 1.

Fig. 1

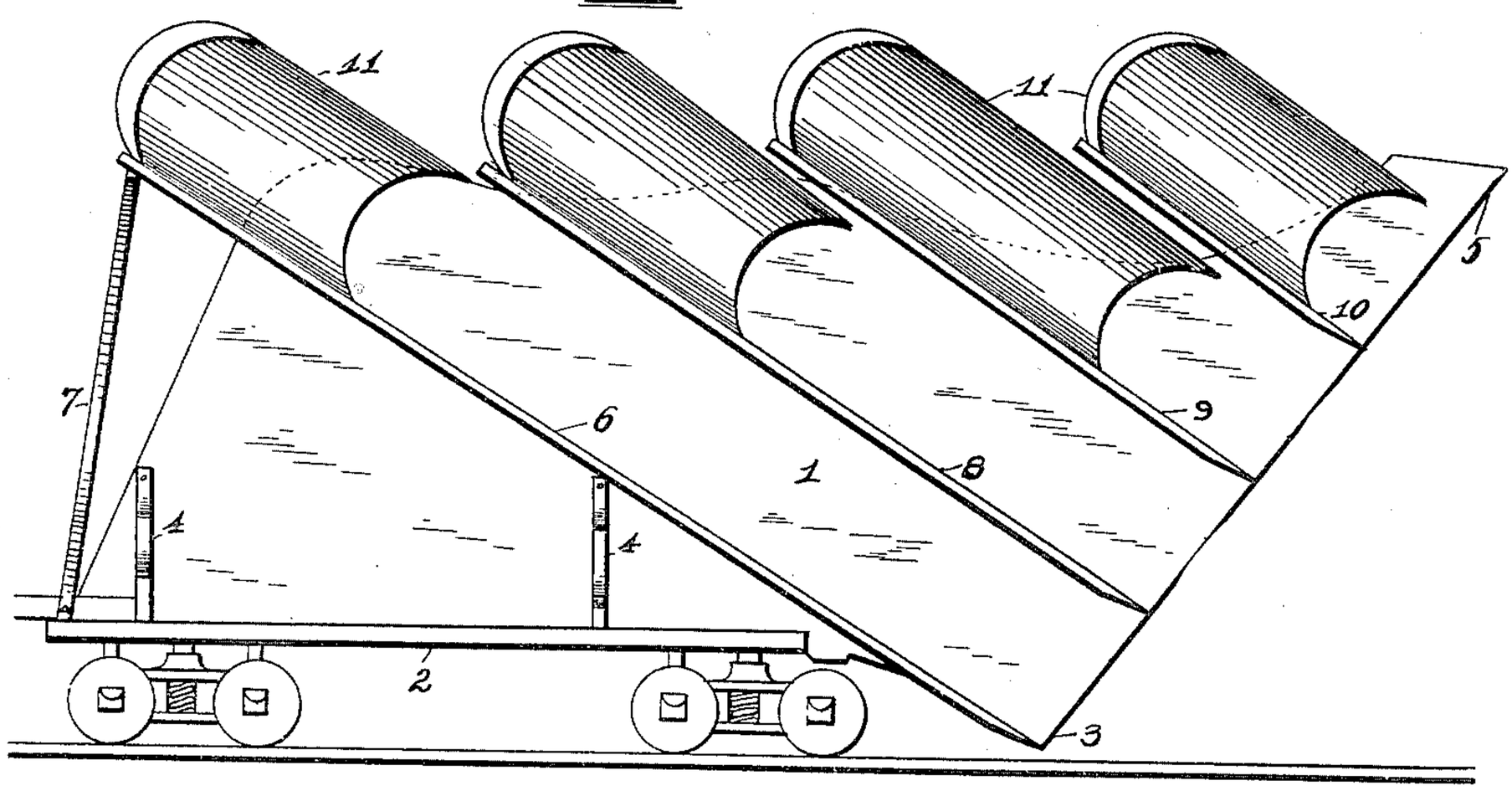

Fig. 2

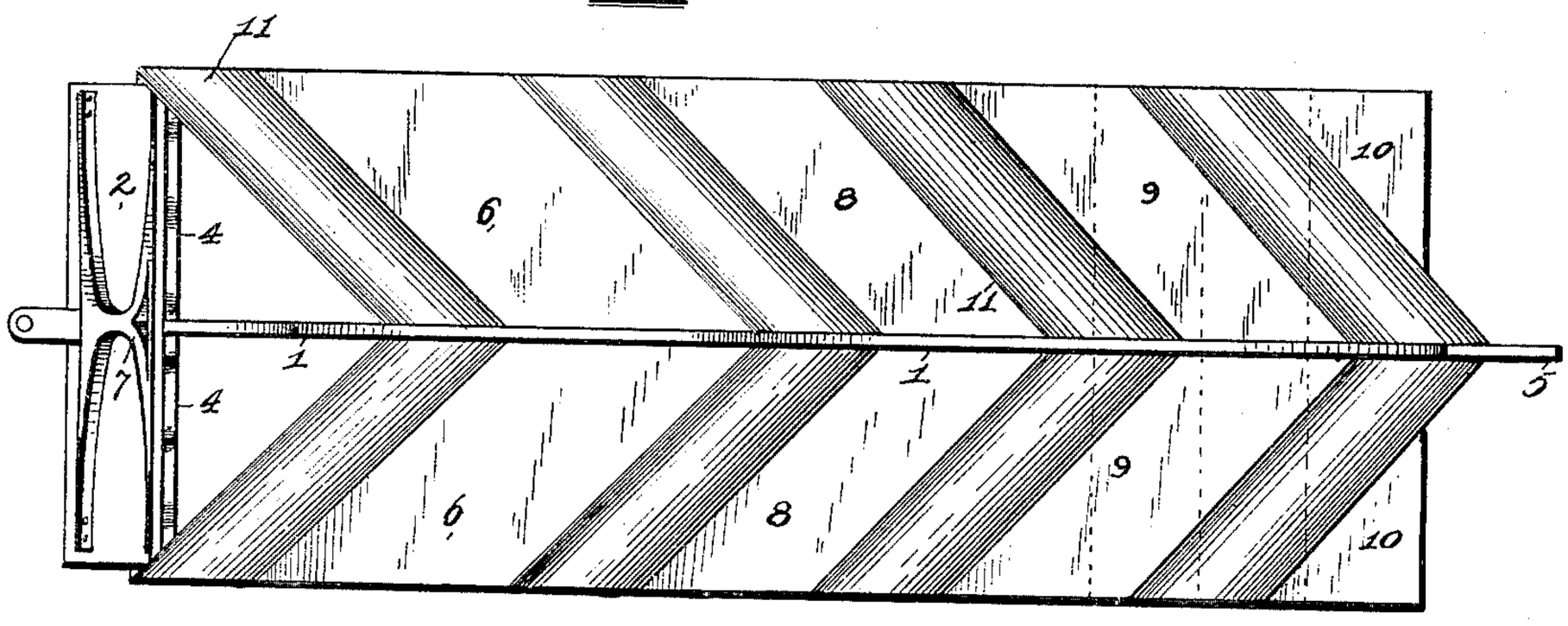

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Fig. 3

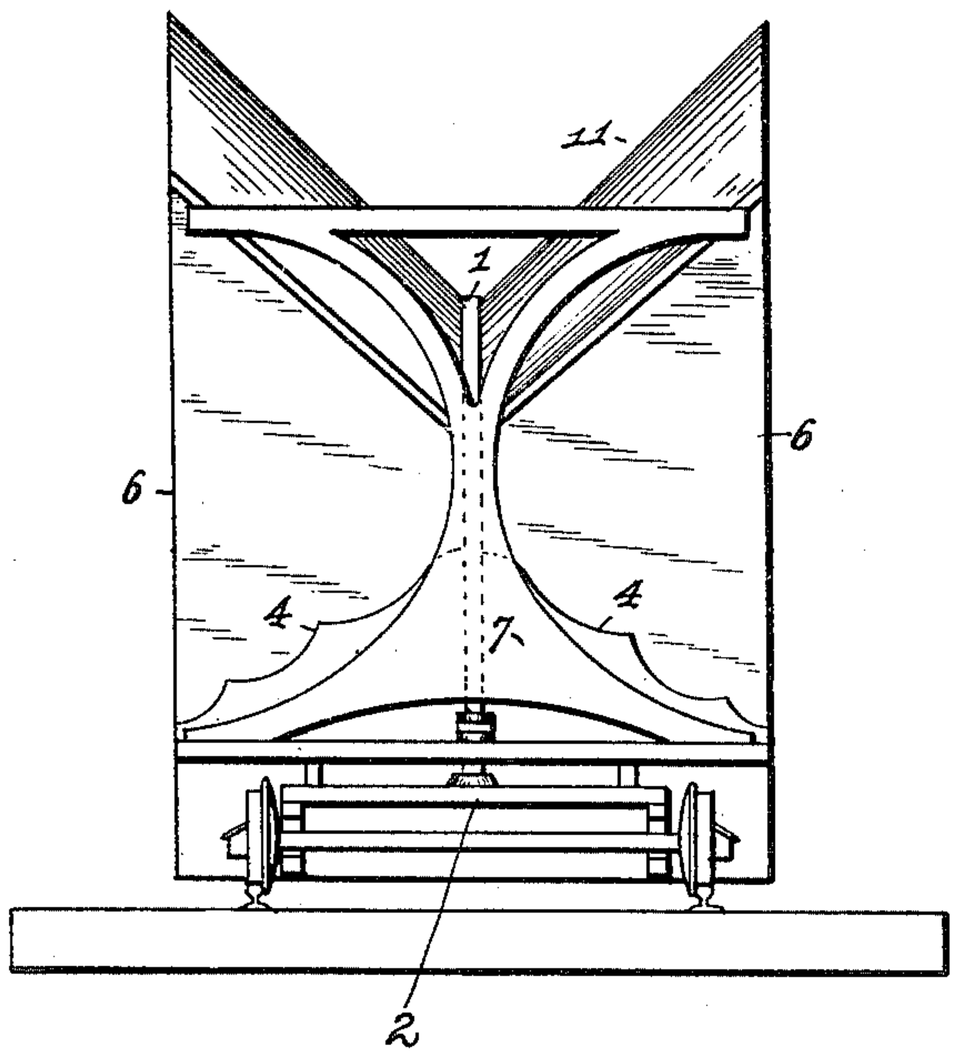
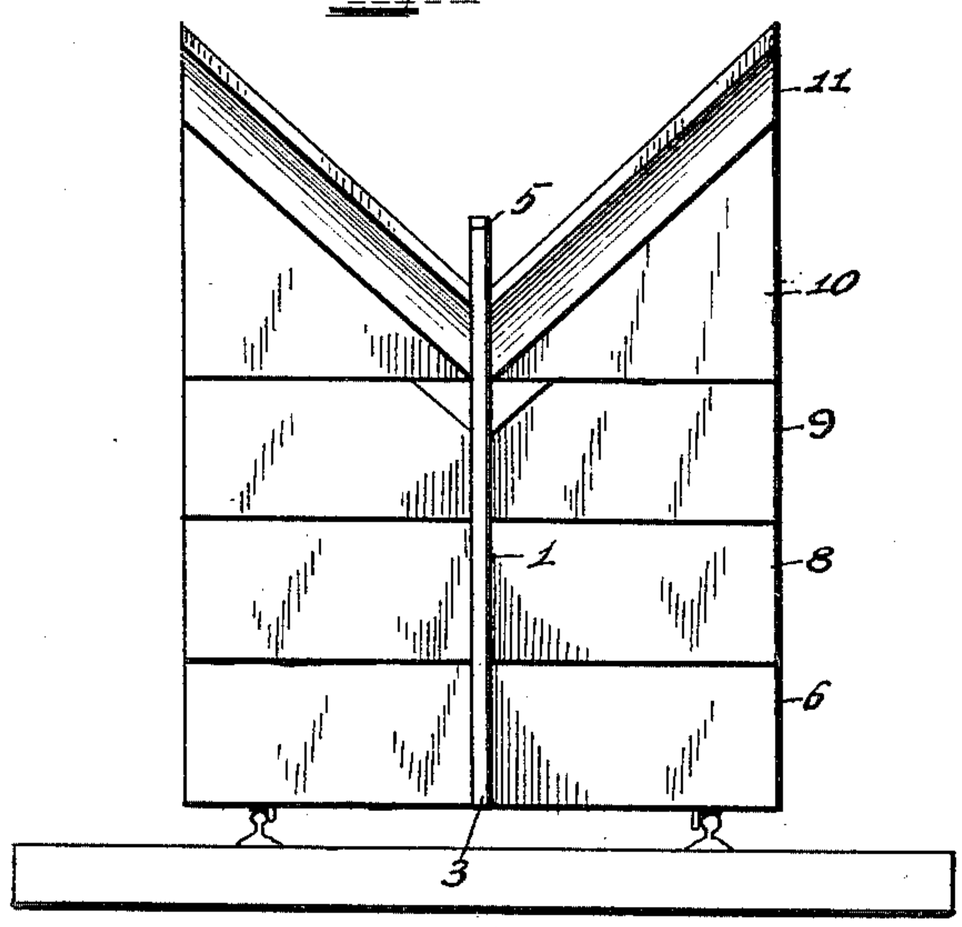


Fig. 4



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UNITED STATES PATENT OFFICE.

WILLIAM B. TABOR, OF EDWARDSVILLE, ILLINOIS, ASSIGNOR OF ONE-HALF TO CHARLES W. TERRY, OF SAME PLACE.

SNOW-PLOW.

SPECIFICATION forming part of Letters Patent No. 649,709, dated May 15, 1900.

Application filed January 22, 1900. Serial No. 2,376. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM B. TABOR, of the city of Edwardsville, Madison county, State of Illinois, have invented certain new and useful Improvements in Snow-Plows, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

This invention relates to snow-plows; and it consists of the novel construction, combination, and arrangement of parts hereinafter shown, described, and claimed.

The object of this invention is to provide a snow-plow by means of which the difficulty which has heretofore been encountered in removing deep and solid drifts of snow along railroad-tracks may be obviated. The device which I make use of is so constructed that the drifts are removed in layers, each of such thickness and weight that no difficulty would be encountered in removing a drift of that depth. The weight of the upper or first layer is removed from the drift before the second or lower layer is taken up. Each layer is taken up and thrown aside by an independent means, thereby preventing the snow from piling up over the rear end of the device and falling back upon the track, as would probably occur were it all lifted up at once. The device which I make use of in accomplishing these results is herein described.

Figure 1 is a side elevation of my improved snow-plow. Fig. 2 is a top plan view of the same. Figs. 3 and 4 are detail rear and front views, respectively, showing the device in position ready for use.

In the construction of my improved snow-plow I provide a vertical cutter 1, mounted in the center of the car-body 2. The front end of the cutter is made to project beyond the car-body on which it is mounted and extends downwardly, forming the projection 3, the point of which is a suitable height above the car-track. I provide braces 4, resting upon the car-body and against the cutter 1, which are for the purpose of retaining the cutter in its upright position. The upper front end 5 of the cutter is made to project forwardly a suitable distance in advance of the lower edge 3.

On each side of the cutter 1 I secure a plurality of inclines for the purpose of removing the snow from the track when advanced therethrough, of which the lower ones, 6, extend rearwardly and upwardly from the point 3. The inclines 6 rest at their rear ends on a support 7, the lower end of which rests on the car-body. At a suitable distance above the incline 6 I provide similar inclines 8, the front ends of which are even with the front edge of the cutter 1. The upper ends of the inclines 8 are in the same horizontal plane with the incline 6. The upper inclines 9 10 are arranged similar to those above described, their lower ends being in alinement with the projecting edge of the cutter 1 and their upper ends in horizontal alinement. The upper inclines are made shorter than the next lower one, the arrangement being such that the strata raised by the inclines 10 will be cast aside at the same time that the lowermost inclines enter the snow.

Upon the upper end of each of the inclined blades or scoops I arrange a rearwardly-sloping guide 11, which serves the same purpose as a moldboard in an ordinary plow, which is to throw the material carried up the inclines outwardly out of the path of the plow.

A snow-plow of my improved construction is especially adaptable for use in deep snow which an ordinary snow-plow is incapable of removing. The arrangement of the inclines is especially useful for distributing the weight of the snow on the plow, thereby making the advance of the plow through the snow easier and more quickly accomplished. It can readily be seen by referring to Fig. 1 that as the plow is advanced through the snow the upper incline 10 cuts in and removes the weight of the upper part of the snow before the incline 9 has reached the "bank." In like manner the incline 9 removes another and lower layer of snow before the incline 8 enters the snow. This operation is continued through the snow bank or drift which is to be removed, each incline removing only a part, the lower and rearmost incline 6 removing all that is necessary from the track because of its slight elevation above the same. As the snow reaches the guide at the rear ends of the guides it is thrown to the sides of the track, that which passes from the front in-

clines being pushed farther away by that which passes from the lower and rear inclines. By this means no difficulty is encountered in removing deep drifts from the track and throwing the same a suitable distance away.

A snow-plow of this improved construction presents many advantages over others used heretofore and is simple and no great cost is involved in its construction.

I claim—

1. A snow-plow comprising a horizontal body, a center cutter rigidly mounted on said body, a series of inclines carried by said cutter on each side thereof, the rear ends of the upper inclines being in vertical alinement with the forward end of the lowest of said inclines, substantially as specified.

2. A snow-plow having a cutter, a plurality of inclines secured to said cutter on each side thereof, each succeeding upper incline being arranged in advance of the preceding lower one, and a guide carried by the upper end of each of said inclines, the upper ends of all of said inclines being in horizontal alinement, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM B. TABOR.

Witnesses:

JOHN WEBB,

NEATIA WEBB.