No. 690,742. Patented Jan. 7, 1902.

G. KOVACS.

SNOW MELTER FOR RAILROAD SWITCHES.

(Application filed Aug. 13, 1901.)

(No Model.)

Fig. 1

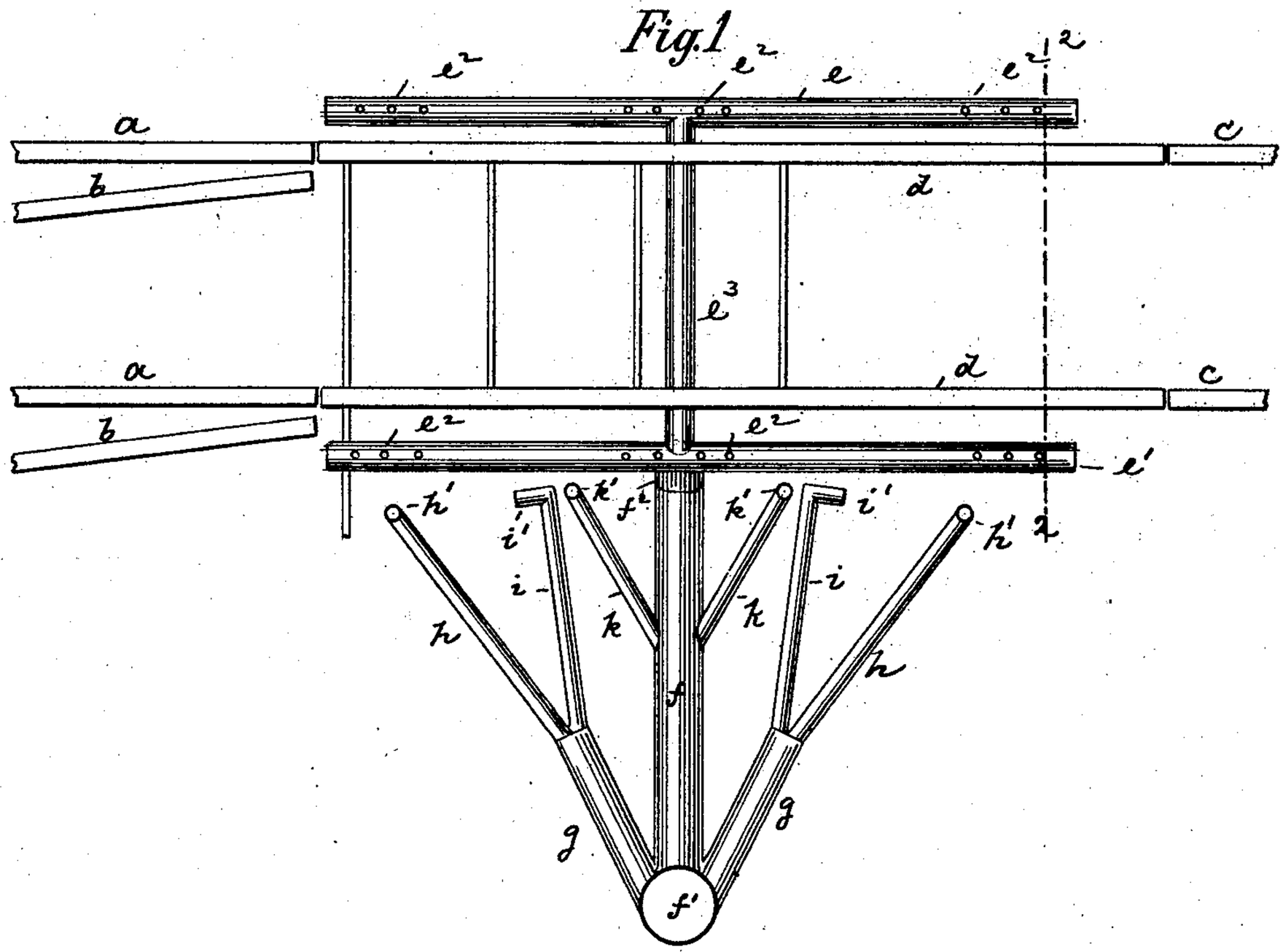


Fig. 2

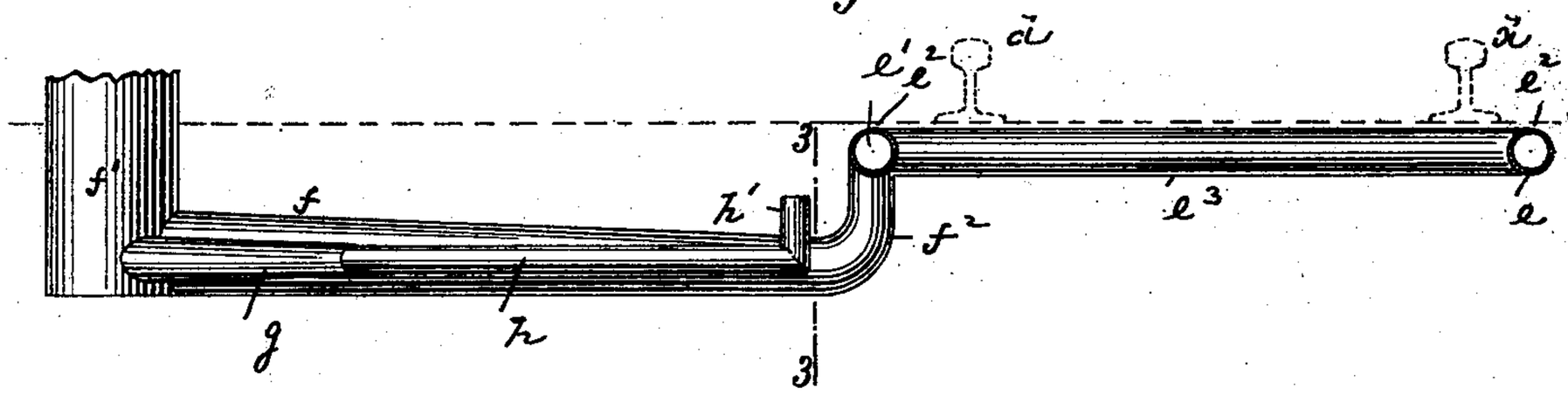
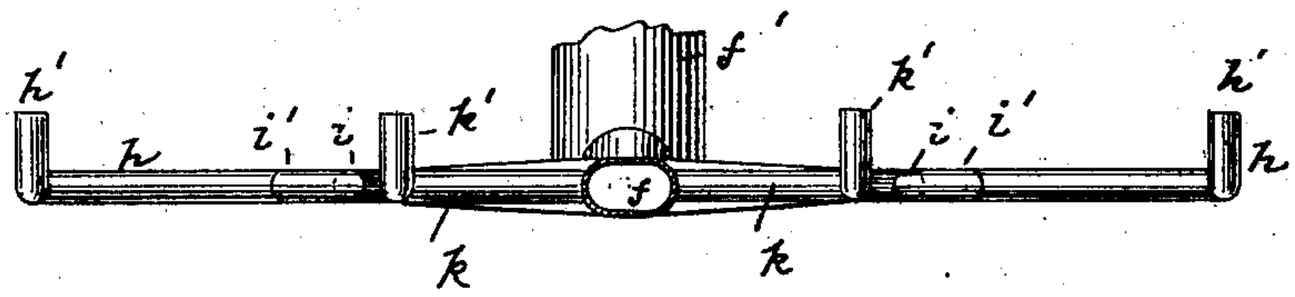


Fig. 3



Witnesses:
Eugène Guérin
Edward Rey

Inventor
Georg Kovacs
by Roeder & Briesen Attys.

UNITED STATES PATENT OFFICE.

GEORG KOVACS, OF TRENTON, NEW JERSEY.

SNOW-MELTER FOR RAILROAD-SWITCHES.

SPECIFICATION forming part of Letters Patent No. 690,742, dated January 7, 1902.

Application filed August 13, 1901. Serial No. 71,905. (No model.)

To all whom it may concern:

Be it known that I, GEORG KOVACS, a citizen of the United States, and a resident of Trenton, Mercer county, New Jersey, have invented certain new and useful Improvements in Snow-Melters for Railroad-Switches, of which the following is a specification.

This invention relates to an improved apparatus for rapidly melting the snow and ice around railway-switches, so that any obstruction to the free movement of the latter may be effectively avoided or removed.

In the accompanying drawings, Figure 1 is a plan of my improved snow-melter; Fig. 2, an enlarged section on line 2 2, Fig. 1; and Fig. 3, an enlarged section on line 3 3, Fig. 2.

The letters *a*, *b*, and *c* represent the track-rails, and *d* represents the switch-rails. Along the switch-rails *d* extend a pair of parallel steam-tubes *e e'*, perforated, as at e^2, and connected by means of a transverse tube e^3. Steam is admitted to the tube *e'* from a suitable boiler (not shown) by means of a main steam-pipe *f*, that receives the steam at the upright pipe *f'* and conveys it to tube *e'* by an elbow f^2. From the tube *e'* the steam flows into the tube *e* through the connection e^3. The main steam-pipe *f* is flanked by a pair of radial pipes *g*, which also receive the steam at *f'* and are branched at their free ends to form the tubes *h* and *i*. The outer branch tubes *h* have upwardly-projecting nozzles *h'*, while the inner branch tubes *i* have horizontal nozzles *i'* to direct the steam against ground ice. Within the space inclosed by the branches *i* there radiate from main pipe *f* a pair of branch pipes *k*, having upwardly-turned nozzles *k'*. The steam flowing through the pipes *f e' e*^{3} *e* and through the radiating branches *g h i k* will melt the snow at the side of and around the switch, the area attacked increasing gradually from the pipe *f'* toward the rails. Thus a surface sufficient for the free movement of the switch is cleared from snow and ice.

What I claim is—

1. A snow-melter for railway-switches composed of a steam-supply pipe, and a series of branch pipes radiating therefrom and having nozzles turned in different directions, substantially as specified.

2. A snow-melter for railway-switches composed of a steam-supply pipe, a pair of radial pipes *g*, having branches *h*, *i*, provided with nozzles *h'*, *i'*, and a pair of branches *k*, having nozzles *k'*, substantially as specified.

Signed by me at Trenton, Mercer county, New Jersey, this 3d day of August, 1901.

GEORG KOVACS.

Witnesses:

SIGMUND GEISLER,

IGNATZ LIEBERMAN.