

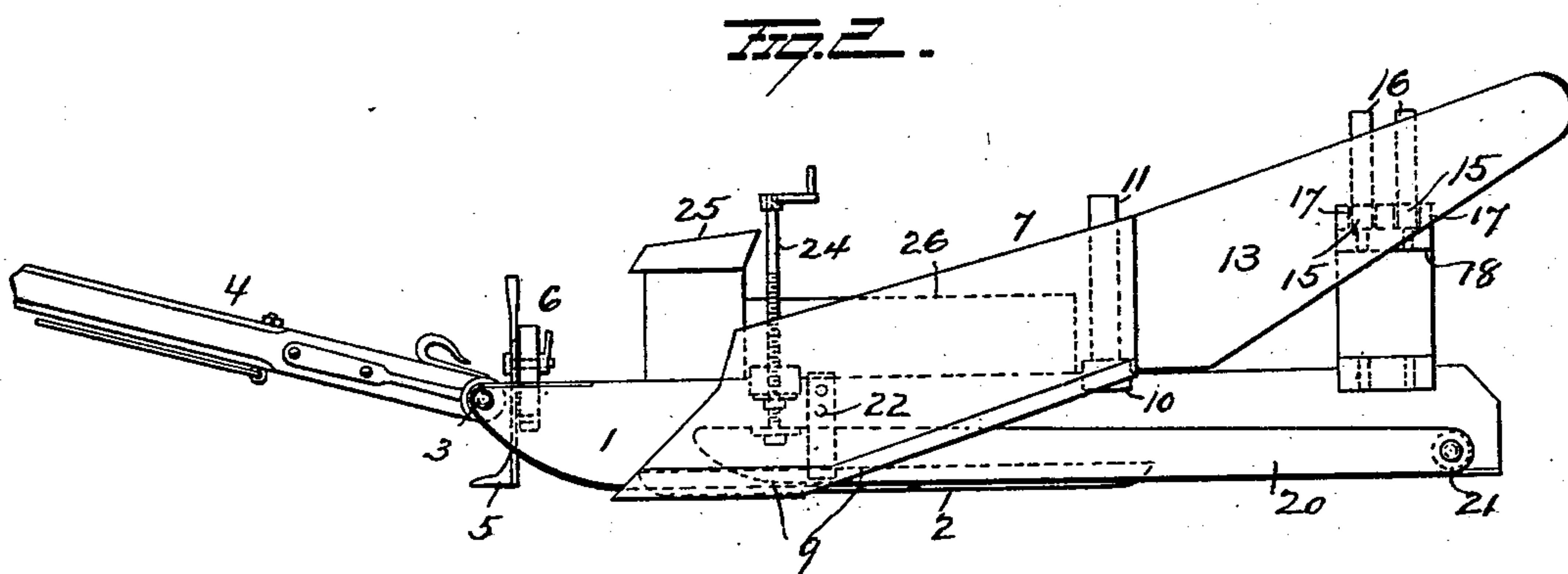
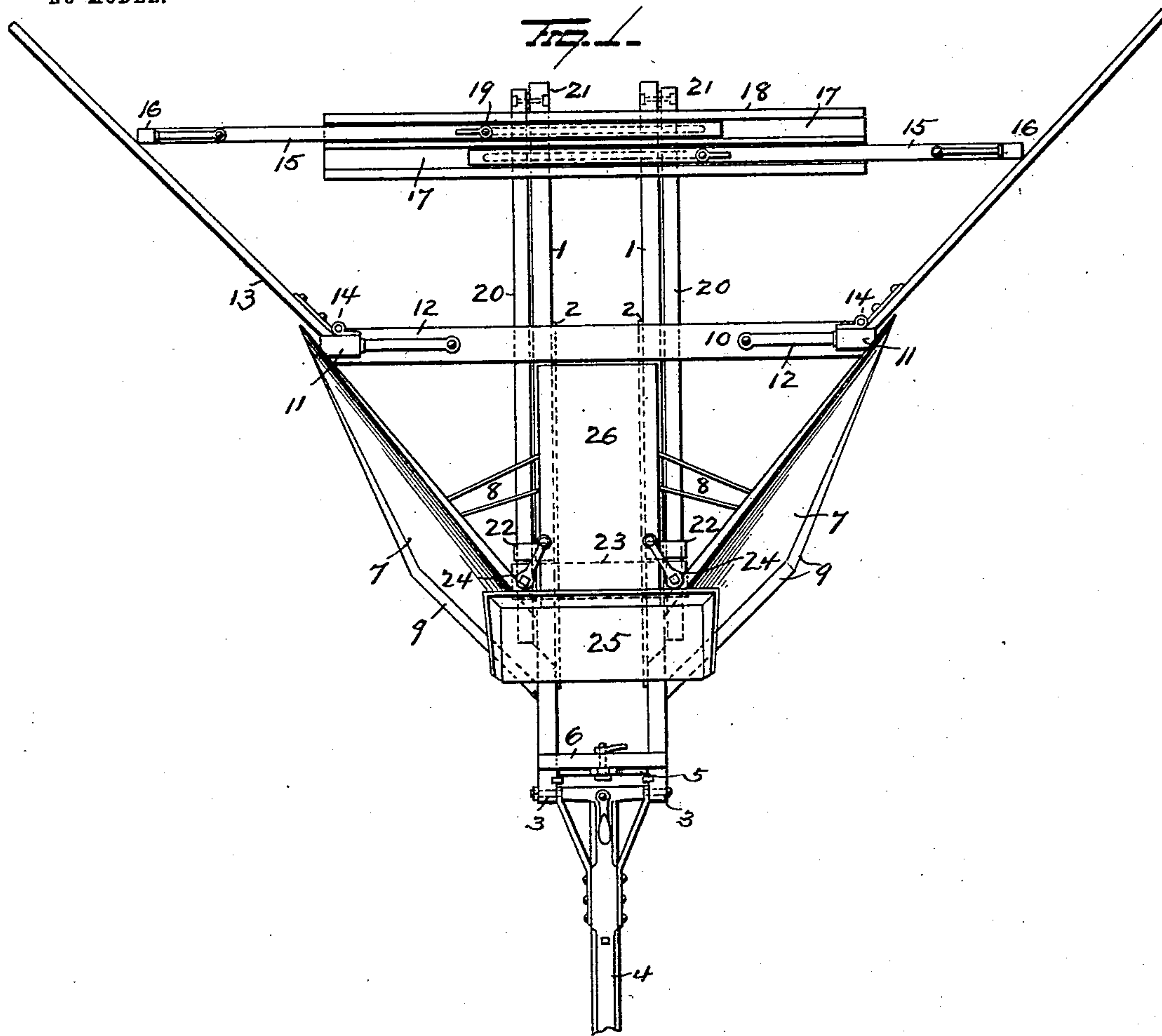
No. 751,183.

PATENTED FEB. 2, 1904.

S. D. LAMOS.
SNOW PLOW.

APPLICATION FILED MAR. 10, 1903.

NO MODEL.



WITNESSES

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STEPHEN D. LAMOS, OF LONGLAKE, NEW YORK.

SNOW-PLOW.

SPECIFICATION forming part of Letters Patent No. 751,183, dated February 2, 1904.

Application filed March 10, 1903. Serial No. 147,142. (No model.)

To all whom it may concern:

Be it known that I, STEPHEN D. LAMOS, a resident of Longlake, in the county of Hamilton and State of New York, have invented certain new and useful Improvements in Snow-Plows; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to an improvement in snow-plows, the object of the invention being to provide improvements of this character which are in the form of a sled carrying improved snow-cleaning mechanism at both sides and improved mechanism for controlling the operation thereof.

With this object in view the invention consists in certain novel features of construction and combinations and arrangements of parts, as will be more fully hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a plan view, and Fig. 2 is a view in side elevation.

1 1 represent long parallel runners having depending guide-plates 2 and connected at their forward ends by a rod 3, to which the sled-tongue 4 is secured, and a scraper or plow 5 is secured to a frame 6 between the forward ends of runners 1 by a bolt and set-nut to lock the scraper or plow 5 in any position of vertical adjustment, and thereby secure it in operation or not, as desired.

To the outside of runners 1 1 plows 7 are secured and braced by suitable rods 8, as shown. These plows are composed, preferably, of hardwood, having a reinforcing metal strip or strips 9 at their cutting edge. A cross-bar 10 is secured on the runners 1 and provided at its ends with standards 11 having braces 12, and to these standards 11 deflecting-wings 13 are connected by hinges 14. These wings are held at any desired angle by means of adjustable cross-bars 15, which latter have braced standards 16 at their outer ends and are mounted to move in parallel grooves 17 in a cross-bar 18, secured to the rear ends of the runners 1. The bars 15 have elongated slots to permit of sliding movement

on locking-bolts 19, secured to cross-bar 18, and hence permit them to be secured in any position to hold the wings at any desired angle, and thereby regulate the distance of throw of the snow as preferred.

Auxiliary runners 20 are pivoted at their rear ends to main runners 1 by bolts 21 and guided in the vertical movement of their forward ends by metal brackets 22. In a cross-bar 23, secured on runners 1, set-screws 24 are supported and are swiveled at their lower ends in the forward ends of auxiliary runners 20 and are adapted to force said auxiliary runners down below main runners 1, and thereby support the sled thereon, elevating the plows out of contact with the ground and permitting of the transportation of the sled without operation of the plows.

A suitable driver's seat 25 and tool-box 26 are located on the sled, and these parts may be constructed in any desired manner.

In operation, with all parts in the position shown in the drawings, the central scraper or plow 5 turns the snow to both sides, where it is taken up by plows 7 and elevated to wings 13, which deflect any distance desired. If desired, the central scraper 5 can be secured by its bolt and set-nut in a sufficiently elevated position to be out of operation, and hence leave a path of uncleaned snow between the runners. When it is desired to transport the sled without operating the plows, set-screws 24 are operated to force auxiliary runners 20 below runners 1 1, thereby elevating the sled and plows. The sled then runs on the auxiliary runners and the plows are out of operation.

Various changes might be made in the general form and arrangement of the parts described without departing from my invention, and hence I do not wish to be confined to the precise details set forth, but consider myself at liberty to make such slight changes and alterations as fairly fall within the spirit and scope of my invention.

Having fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a snow-plow, the combination with runners, of plows carried by the runners and

fixed thereto, auxiliary runners, and means for moving the auxiliary runners into operation to elevate the main runners and plows.

2. In a snow-plow, the combination with a sled, of plows rigidly secured to both sides of the sled, wings hinged behind the plows, movable cross-bars, pivotally connected to said wings, guides for the cross-bars, and means for locking said cross-bars in different positions in said guides.

3. In a snow-plow, the combination with a sled, of plows fixed to both sides thereof, wings hinged behind the plows, a double-grooved guide, cross-bars movable in said grooves, and means for locking the cross-bars at any position to limit the hinged movement of the wings.

4. In a snow-plow, the combination with a

sled, of guide-plates depending from the runners thereof, plows fixed to both sides of the runners, and means for raising and lowering the plows and sled.

5. In a snow-plow, the combination with a sled having fixed plows at both sides, of auxiliary runners pivoted at their rear ends to the runners of the sled, and set-screws engaging the forward ends of the auxiliary runners to depress them below the main runners.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

STEPHEN D. LAMOS.

Witnesses:

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