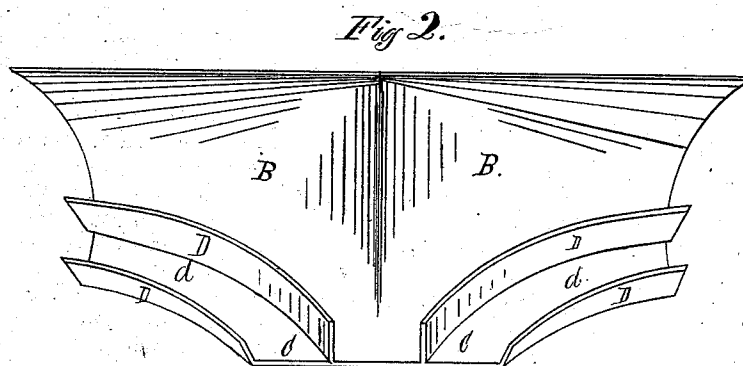
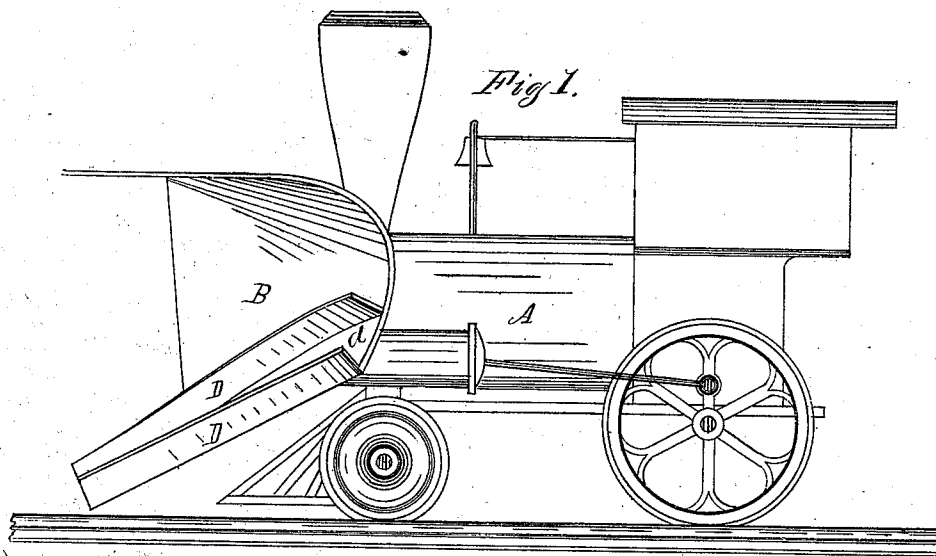


G. C. THOMAS.

Snow-Plows.

No. 149,618.

Patented April 14, 1874.



Witnesses.
James L. Coleman
A. H. Sherburne.

Inventor
George C. Thomas.
By A. H. Sherburne & Co.
Attorneys.

UNITED STATES PATENT OFFICE.

GEORGE C. THOMAS, OF CHICAGO, ILLINOIS.

IMPROVEMENT IN SNOW-PLOWS.

Specification forming part of Letters Patent No. **149,618**, dated April 14, 1874; application filed January 24, 1874.

To all whom it may concern:

Be it known that I, GEORGE C. THOMAS, of Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Snow-Plows for Railways; and I do hereby declare the following to be a full, clear, and exact description thereof, which will enable others skilled in the art to which my invention appertains to make and use the same, reference being had to the accompanying drawing forming part of this specification, in which—

Figure 1 is a side elevation of a locomotive-engine with my improved snow-plow attached thereto, showing a side elevation of the same; and Fig. 2 is a front elevation of the plow detached.

Similar letters of reference indicate like parts in both figures of the drawing.

My invention has for its object to provide a plow so arranged as to effectually remove the snow from the track of a railway; and to that end it consists in the combination, with the share, of a series of radial flanges, so arranged upon the share and mold-board as to form a series of channels, through which the snow is forced by the forward movement of the plow, the flanges acting to prevent the snow from rising upward on the mold-board, and to guide the same outward in the direction of the width of the track, all of which will be more fully understood by the following description.

In the drawing, A represents the locomotive proper; but as the same constitutes no part of the present invention, a description thereof is not necessary to be herein particularly given. B B are the mold-boards of the plow, which are constructed of heavy sheet-iron, and united at the center in the usual manner. These mold-boards incline backward at or near an angle of sixty degrees to the line of their center, and outward to a point beyond the side of the car, and are curved at their outer ends in the usual manner. These mold-boards are attached to the locomotive by means of any suitable frame-work. (Not shown in the drawing.) C are the shares, which are firmly attached to the lower edges of the mold-boards. These shares extend forward of the

front or cutting edge of the mold-board, as shown in Fig. 1, and are arranged upon an angle of about thirty degrees to the plane of the track. The front ends of the shares are united in the center, or may be made of one and the same piece, and are made flat at the front edge, and so arranged as to be in close proximity to the rails. The edge of the same extends transversely across the track, and to a point slightly beyond the side of the car, the object of which is to allow the share to pass under the snow, and to lift the same from the track before coming in contact with or against the mold-board, forming a path, the width of which will admit the train. The outer edges of the shares are curved outward, as shown in Fig. 2, and extend backward to the rear end of the mold-boards. D D are radial flanges, which are attached to the upper surface of the shares, and are curved laterally, corresponding with the curve of the edges of the shares. These flanges are so arranged as to form grooves or channels *d d*, through which the snow is forced as the plow is moved in contact with or against the same.

The object of these flanges is to prevent the snow from rising upward on the mold-board, and to guide the same outward in the direction of the width of the track.

It will be observed that the rear ends of the shares are elevated, and that the same are curved, corresponding with the curve of the mold-board, the object being to raise and discharge the snow upon the sides of the path, thereby leaving the track unobstructed.

It will be seen that by arranging the shares so as to extend across the entire width of the track the snow will be lifted from the track before it comes in contact with the mold-board, and by the flanges the same is guided upward against the mold-board, and by the curve of the latter the snow is discharged to the right and left of the track, so as to form a path for the moving train, and by the curve of the upper portion of the mold-board the snow is prevented from being thrown over upon the engine by a forward movement of the same.

I do not wish to confine myself strictly to any given number of flanges arranged upon

the shares, for any number may be used that is found necessary to produce the required result.

Having thus described my invention, I do not claim a flanged mold-board in connection with the shares, wherein the latter do not extend across the entire width of the track, for I am aware that such is not new.

I claim—

The shares C C, made flat at their forward end, and adapted to extend transversely across the entire width of the track, in combination with the mold-boards B B and flanges D D, forming radial grooves *d d*, all as specified.

GEO. C. THOMAS.

Witnesses:

N. H. SHERBURNE,

JAMES COLEMAN.