

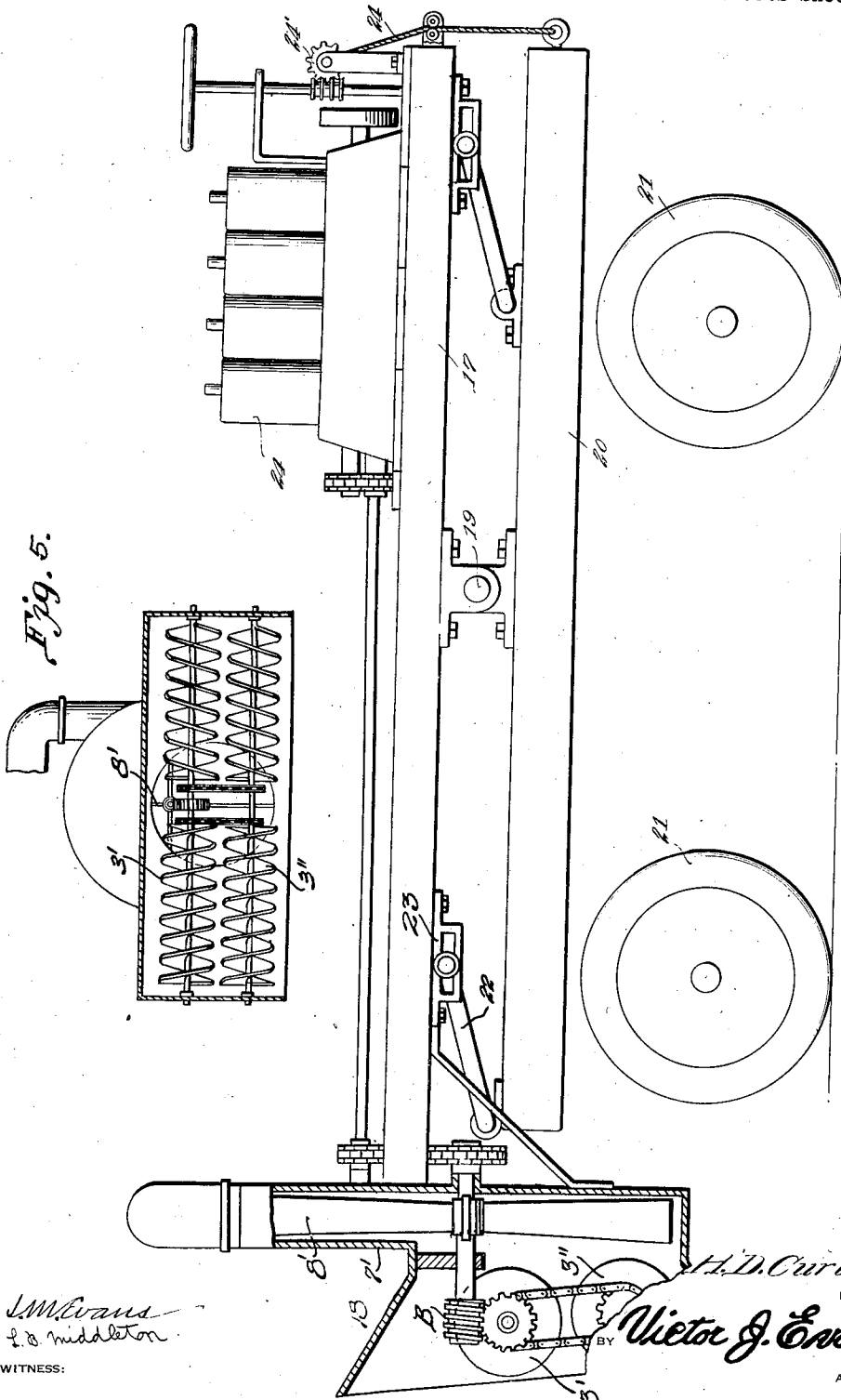
April 5, 1927.

H. D. CURTIS

1,623,910

SNOW REMOVER
Filed May 19, 1922

2 Sheets-Sheet 1



L. M. Evans
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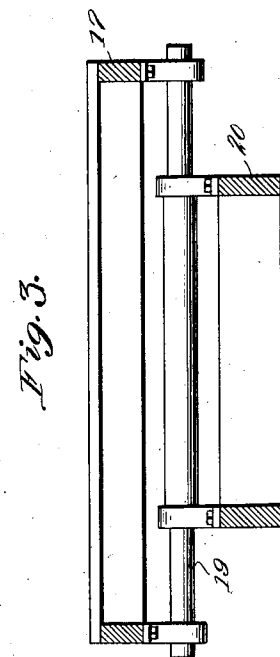
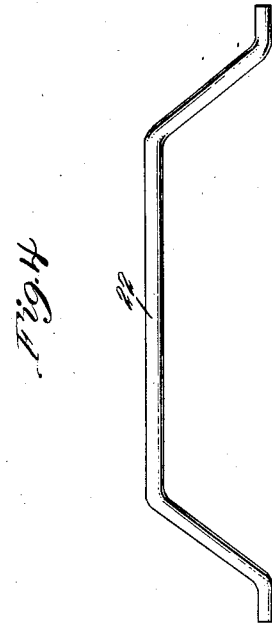
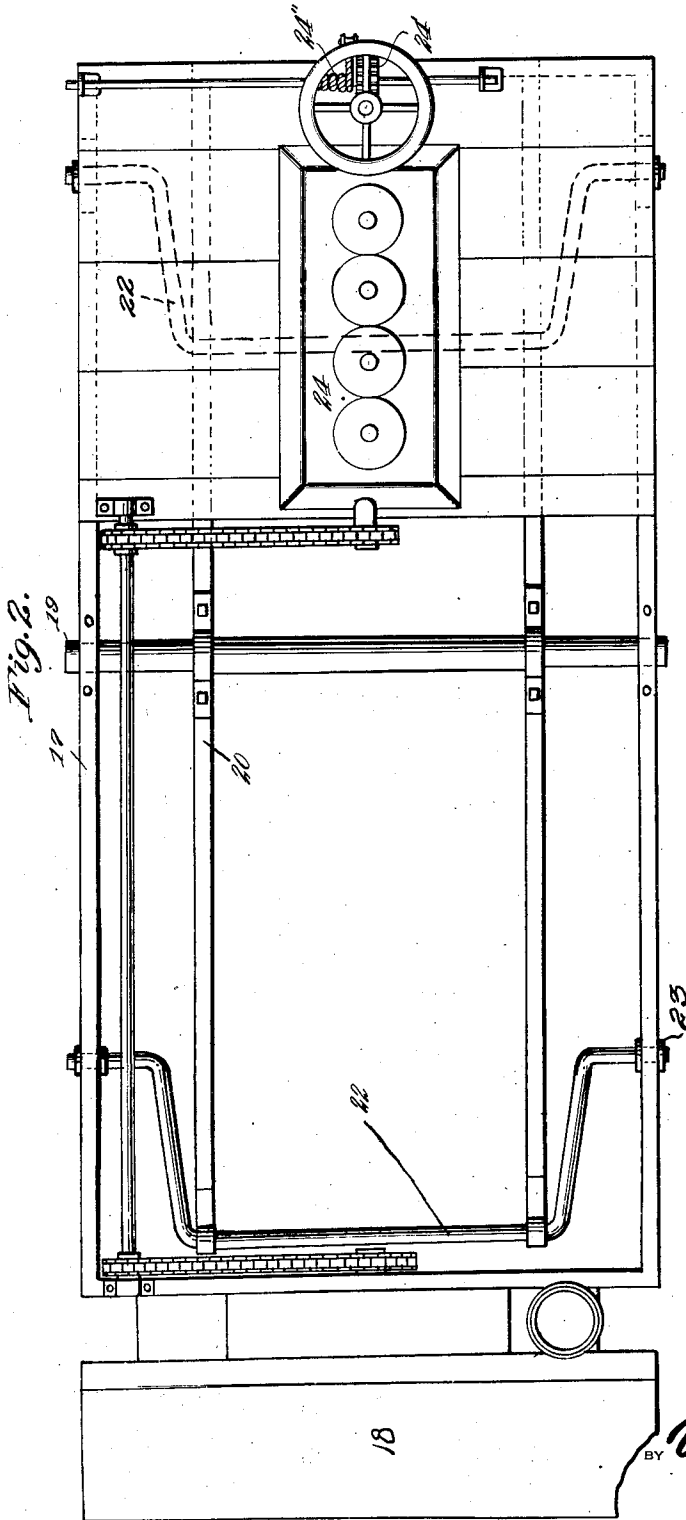
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Patented Apr. 5, 1927.

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UNITED STATES PATENT OFFICE.

HARRY D. CURTIS, OF OSHKOSH, WISCONSIN.

SNOW REMOVER.

REISSUED

Application filed May 19, 1922. Serial No. 562,155.

This invention relates to snow plows for use on railroads, trucks, tractors and the like, the general object of the invention being to provide spiral conveyor means for picking up the snow from the track or road surface and conveying it either to the sides of the road or to another conveyor means.

Another object of the invention is to provide a truck for supporting the plow with means for adjusting the plow in relation to the track or road surface.

This invention also consists in certain other features of construction and in the combination and arrangement of the several parts, to be hereinafter fully described, illustrated in the accompanying drawings and specifically pointed out in the appended claim.

In describing my invention in detail, reference will be had to the accompanying drawings wherein like characters denote like or corresponding parts throughout the several views, and in which:—

Figure 1 is a side elevation of the truck construction and showing a snow removing apparatus associated therewith.

Figure 2 is a top plan view.

Figure 3 is a transverse sectional view taken through the frame of the truck.

Figure 4 is a detail view of the crank arm which supports the respective ends of the truck body.

Figure 5 is a fragmentary sectional view of the snow removing apparatus.

Referring to the drawings in detail the snow removing apparatus includes a casing 1 within which is arranged a conveyor 3' located above the conveyor 3'' as clearly shown in Figure 1 of the drawings. Each conveyor consists of right and left hand screw parts so that the snow is moved inwardly from both ends of the casings and will thus be caused to enter the casing 7' in which is located the fan 8'. It will of course be understood that I may use more than two conveyors and any other desired means may be substituted for the fan. The conveyors 3' and 3'' may also be placed at an angle, that is, with the receiving end in advance of the delivery end. Figure 5 shows the shafts of the conveyors being connected together by a chain and sprocket drive, one of said shafts being driven from the fan shaft by the gears B.

A frame 17 for supporting the conveyor is indicated generally at 18. This frame 17

has its side pieces connected with a shaft 19 which is supported upon a vehicle frame 20 midway its ends. The wheels 21 of this vehicle may be provided with flanges when the same is to be used upon a railroad or said wheels will be of any desired road type when the plow is to be used upon a road. A crank 22 is connected with each end of the truck and the ends of these shafts are slidably connected with the frame 17, as shown at 23. The power plant 24 for operating the conveyor is located upon the frame at the rear end thereof. The frame 17 is tilted upon the shaft 19 by means of the windlass 24' and the cable 24'', said cable being attached to the frame 20. As will be noted the weight of the power plant 24 will nearly balance the plow end 18 of the frame and by means of the winch and cable the frame 17 can be adjusted easily and expeditiously on the frame 20 so as to regulate the distance the bottom of the conveyor is from the road surface. From the above, it will be obvious that the weight of the power plant 24, by nearly balancing the plow end 18, will relieve the strain on the cable 24'. The cranks 22 keep the frame 17 associated with the ends of the frame 20 and prevent it from being twisted.

It is thought from the foregoing description that the advantages and novel features of my invention will be readily apparent.

I desire it to be understood that I may make changes in the construction and in the combination and arrangement of the several parts, provided that such changes fall within the scope of the appended claim.

What I claim is:—

A snow plow of the character described comprising a wheeled vehicle, a frame pivotally secured midway the ends of the vehicle, bearings secured to the frame and vehicle respectively, cranks having their upper ends pivoted in the bearings of the frame and the lower portions of said cranks being received in the bearings of the vehicle, a snow removing apparatus fixed to the front of the frame, a motor for driving the snow removing apparatus and also adapted to counter-balance the weight thereof, and a windlass associated with the rear end of the frame and vehicle respectively to tilt the frame on its pivot for adjustably associating the snow removing apparatus with respect to the ground in front of the vehicle.

In testimony whereof I affix my signature.

HARRY D. CURTIS.