

S. B. MINER.
Snow-Plow.

No. 167,775.

Patented Sept. 14, 1875.

Fig 1

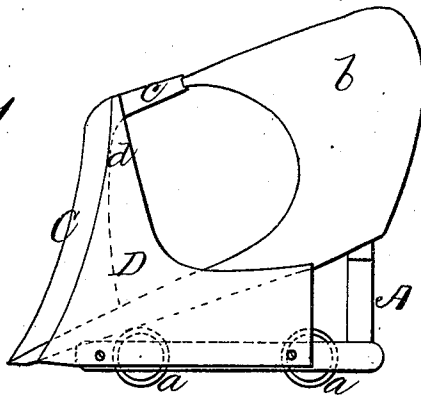


Fig 2

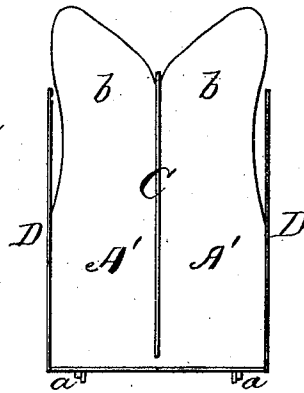
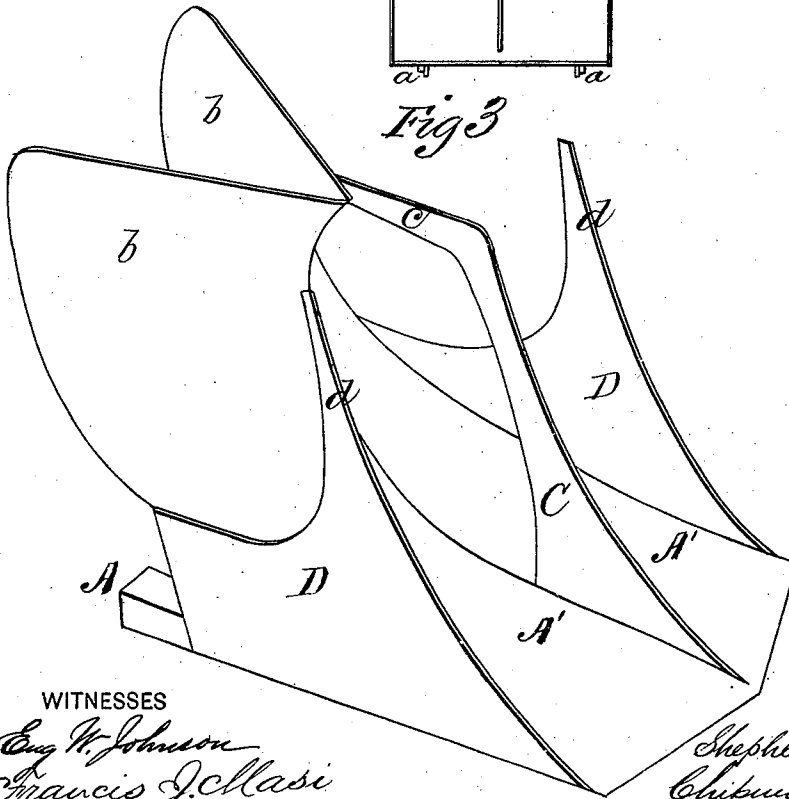


Fig 3



WITNESSES

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SHEPHERD B. MINER, OF ST. PETER, MINNESOTA.

IMPROVEMENT IN SNOW-PLOWS.

Specification forming part of Letters Patent No. 167,775, dated September 14, 1875; application filed April 10, 1875.

To all whom it may concern:

Be it known that I, SHEPHERD B. MINER, of St. Peter, in the county of Nicollet and State of Minnesota, have invented a new and valuable Improvement in Snow-Plows; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a side view of my snow-plow. Fig. 2 is a front view of the same, and Fig. 3 is a perspective view.

This invention relates to plows which are designed to precede a locomotive and remove snow from the track. The object of my invention is to employ, in combination with vertical side colters, a central colter-brace and right and left discharging mold-boards, whereby, as the snow is elevated, it will also be broken up and moved off laterally, and delivered on each side of the track free from the same, as will be hereinafter more fully explained and claimed.

In the annexed drawings, A designates the truck-frame, provided with the usual well-known track-wheels *a*. A' A' designate the inclined shovels, which extend backward and upward, forming two concave mold-boards, *b*, which will turn the snow off laterally to the right and left of the track, and deliver it in rear out of the way. C designates a vertical centrally-arranged colter, which is erected upon the ridge of shovels A' rising from the

front end thereof, as shown in Fig. 3, and extending backward to a union by means of a narrow strip, *c*, with the upper end of mold-boards *b*, thereby bracing them against backward pressure, and adding greatly to their strength. D D represent auxiliary colters, which rise vertically from the lateral edges of the shovels, their front edges having a projection, *d*, extending upwardly as high as colter C.

When the snow is taken up by the shovels colters C and D will break it into parts, which will be forced up their incline during the forward progress of the car, and will be directed outward by the wedge-shaped front of colters C falling finally from their rear ends free from the track. Strip *c* is in the nature of a brace, and imparts great strength and rigidity, not only to colter C, but also to mold-boards *b*.

What I claim as new, and desire to secure by Letters Patent, is—

The double-inclined shovels A' A' extending to the front end of the plow, in combination with the inclined colter C, wings D D, and mold-boards *b b*, whereby the snow is carried rearward and discharged laterally on each side of the track, substantially as described.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

SHEPHERD B. MINER.

Witnesses:

M. A. MINER,
M. V. CLAIBORNE.