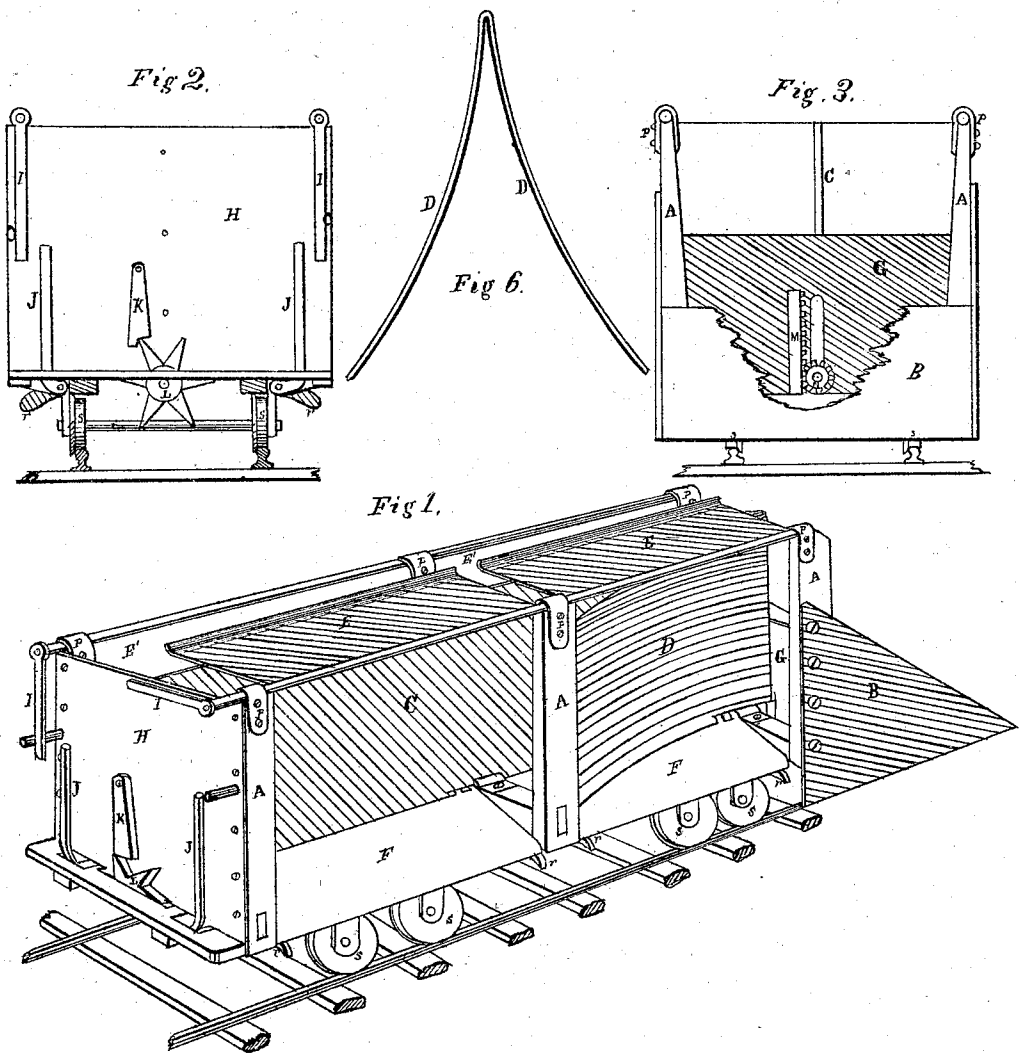


O. D. BAIRD.
Railway Snow-Plows.

No. 138,116.

Patented April 22, 1873.



Witnesses
Chas. Marsh
Fred E. Southworth

Inventor,
Oville D. Baird

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Fig 5

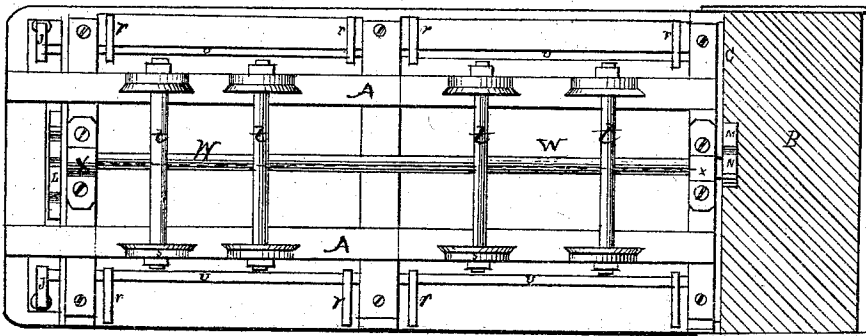
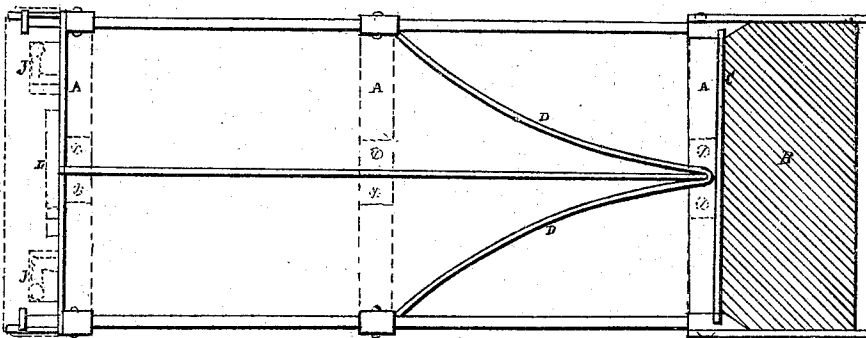


Fig 4



Witnesses,
Chas. H. Hunt
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UNITED STATES PATENT OFFICE.

ORVILLE D. BAIRD, OF NEWARK, ASSIGNOR TO SAMUEL SOUTHWORTH AND
ELISAPH DORCHESTER, OF GENEVA, NEW YORK.

IMPROVEMENT IN RAILWAY SNOW-PLOWS.

Specification forming part of Letters Patent No. **138,116**, dated April 22, 1873; application filed
February 20, 1873.

To all whom it may concern:

Be it known that I, ORVILLE D. BAIRD, of Newark, in the county of Wayne, State of New York, have invented a new Self-Dumping Snow-Shovel Car for Railroads; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art 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 machine embodying my invention with one side open. Fig. 2 is an elevation, showing the rear end of the machine. Fig. 3 is a front elevation, showing the working of the slide-front G. Fig. 4 is a horizontal section of the machine. Fig. 5 is a plan showing bottom of machine, with shaft W working slide-front G. Fig. 6 is a horizontal section, showing mold-board D.

Similar letters of reference indicate corresponding parts.

This invention relates to a car so constructed that it can be readily used in cleaning the snow from railroad tracks, and especially in removing the snow from deep cuts on the line of railroads.

The invention consists chiefly in the formation of the shovel and of the bottom and sides and cut-off G, which are so constructed that after the car is drawn from a snow-bank it can be readily dumped, requiring the assistance of but one or two men to work the machine, and the snow can be removed quite rapidly from deep cuts on the line of railroads, and at very little expense. The car should be forced into a heavy drift with sides and bottom closed

and mold-board removed; when filled, the slide-front G should be raised, cutting the snow in car from the drift, and when withdrawn to some convenient place for dumping the sides should be opened and trap-bottoms lowered by means of the levers, when the contents of the car will be thrown off the track on both sides.

A is the frame, which should be substantially constructed. B is the inclined shovel, to be built of boiler-iron or of wood covered with iron. C is the center-board to divide the snow so that it will more readily leave the car when sides are opened. D D is the iron mold-board, to be used when the fall of snow is light; snow being taken up by shovel is thrown off by mold-board. The sides E E are to be made of boiler-iron, and are worked by the levers I I, and can be thrown over on top of car, leaving sides open. The trap-bottoms F F are worked by the levers J J and dogs r r. The slide G is worked by the rack and pinion M and N, operated by the spur-wheel L at end of shaft W, and is for the purpose of preventing the snow from sliding out when car is drawn from drift.

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

The construction and combination of the shovel B and slide-front G of the movable sides E E and trap-bottoms F F, as used and applied to the purposes hereinbefore mentioned.

ORVILLE D. BAIRD.

Witnesses:

CHAS. H. RUSH,

FRED. E. SOUTHWORTH.