B. F. SWEZEY.

DEVICE FOR PREVENTING SNOW DRIFTS.

APPLICATION FILED JAN. 9, 1915.

1,144,393. Patented June 29, 1915.

Fig. 1.

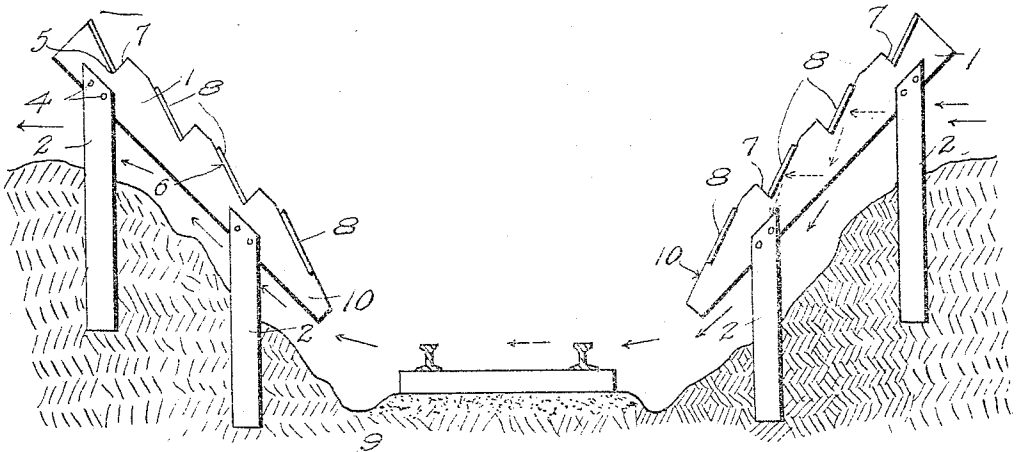


Fig. 2.

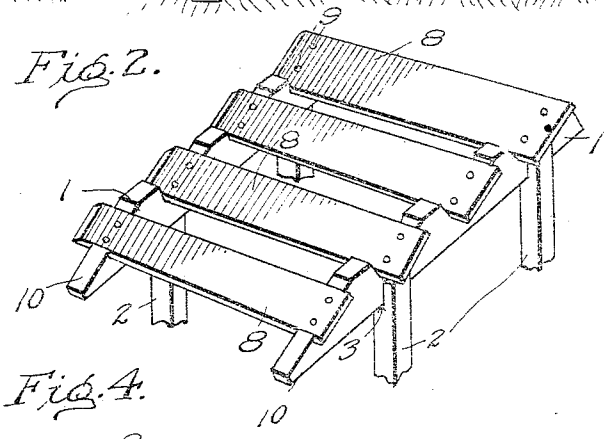


Fig. 4.

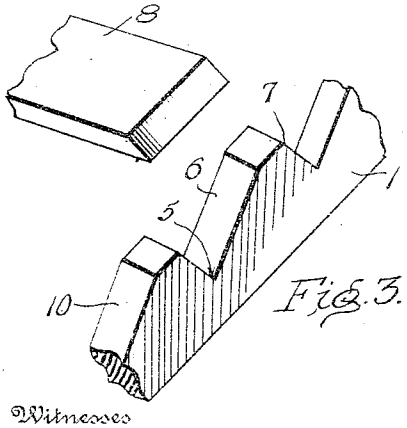


Fig. 3.

Witnesses

S. O. McCathran

W. Bingham Vrooman

Inventor

B. F. Swezey

By E. E. Vrooman & Co.

His Attorneys.

UNITED STATES PATENT OFFICE.

BENJAMIN F. SWEZEY, OF BELLINGHAM, MINNESOTA.

DEVICE FOR PREVENTING SNOW-DRIFTS.

1,144,393. Specification of Letters Patent. Patented June 29, 1915.

Application filed January 9, 1915. Serial No. 1,358.

To all whom it may concern:

Be it known that I, BENJAMIN F. SWEZEY, a citizen of the United States of America, residing at Bellingham, in the county of Lac qui Parle and State of Minnesota, have invented certain new and useful Improvements in Devices for Preventing Snow-Drifts, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to a device for preventing snowdrifts and has for its principal object the construction of a simple and efficient means whereby snow may be prevented from drifting in railroad cuts.

Another object of this invention is the production of a device for preventing snowdrifts which is so formed as to direct the wind currents through or across a railroad cut so as to blow the snow therefrom and allow the cut to remain open to the passage of trains therethrough at all times.

Another object of this invention is the production of a snowdrift preventer which is so carried as to be anchored permanently within the railroad cut and which is provided with a plurality of deflectors which are adapted to deflect the wind to pass through or across the cut for preventing the drifting of snow therein.

With these and other objects in view this invention consists of certain novel combinations, constructions, and arrangements of parts as will be hereinafter fully described and claimed.

In the accompanying drawing: Figure 1 is a side elevation of a plurality of the devices as used for preventing snowdrifts, illustrating the manner in which the same are used. Fig. 2 is a detailed perspective view of the snowdrift preventer, the anchoring post being broken away. Fig. 3 is a fragmentary perspective view of one of the side beams. Fig. 4 is a perspective view of one end of one of the wind deflecting strips.

Referring to the accompanying drawing by numerals 1 indicates the side beams of the snowdrift preventer which are carried by the anchor posts 2. These anchor posts 2 are adapted to be positioned within the ground so as to extend for a considerable distance above the upper surface of the ground and extend in parallel planes to each other. The upper ends of these posts are notched, as shown at 3, so as to carry the beams 1. These beams 1 are fixedly mounted upon the upper ends of the posts by the securing members 4, and therefore, when in position, the snowdrift preventer will extend in substantially the same plane as the side of the cut so as to cause the forward end of the snowdrift preventer to be considerably lower than the rear end thereof. Each beam 1 is provided with a plurality of notches 5, each notch being provided with a slanting face 6 which extends at an acute angle relative to the lower surface of the side beam and an abutment face 7, this face 7 extending at right angles to the bottom surface of the side beam 1. The deflector strips 8 are positioned so as to span the distance between the beams 1 and rest within the notches 5. The deflecting strips 8 will rest upon the slanting faces 6 at an angle of approximately 60 degrees with the horizontal and will be retained in position by means of the securing members 9 while one side edge of each strip will bear against a plurality of the abutment faces 7 for partially relieving the strain from the securing members 9, caused by retaining the strips 8 in position. It will be noted that the beams 1 taper toward their forward ends as indicated at 10 and therefore the upper surfaces of these forward tapered ends extend in substantially the same plane as the forward strip 8 as clearly shown in Fig. 1.

When the device is assembled, it will be seen that the strips will be positioned at a spaced distance apart but will be carried at such an angle as to cause the wind blowing against their rear sides to be directed downwardly past the forward end of the snowdrift preventer, as indicated by the arrows in Fig. 1. It will be seen that a considerable deflecting area is presented by each of the snowdrift preventers and therefore a considerable air current will be directed downwardly so as to pass transversely through the cut and across the railroad track, as shown in Fig. 1. As the air current continues, the snow will be blown up the other side of the cut and thereby leave the passageway through the cut unobstructed.

From the foregoing description it will be seen that a very simple and efficient device has been produced wherein the deflecting portions thereof will deflect the wind and cause the air currents to pass transversely through the cuts and thereby prevent the drifting of snow therein, allowing the cut to remain unobstructed at all times.

What I claim is:—

1. In a device of the class described, the combination of a plurality of side beams, said beams being provided with a plurality of notches, wind deflecting strips carried within said notches, said strips extending transversely across said beams and being carried at spaced distances from each other, said strips being adapted to deflect wind around the forward end portions of said beams, whereby air currents may be directed so as to remove snow from railroad cuts.

2. In a device of the class described, the combination of a plurality of side beams, means for supporting said side beams, a plurality of notches formed in said side beams, each notch being provided with a slanting rear face and with a forward abutment face, wind deflecting strips carried by said notches, each strip resting upon a plurality of said slanting faces, and having its side edge bearing upon the abutment faces, said strips extending transversely across said beams and being carried at spaced distances apart, said strips extending at angles of approximately 60 degrees with the horizontal when the device is in operation, whereby the wind striking said strips will be deflected downwardly around the forward end of the device, for preventing the drifting of snow in railroad cuts.

In testimony whereof I hereunto affix my signature in presence of two witnesses.

BENJAMIN F. SWEZEY.

Witnesses:
LEONARD L. KROUSS,
EMANUEL G. GESTULING.