

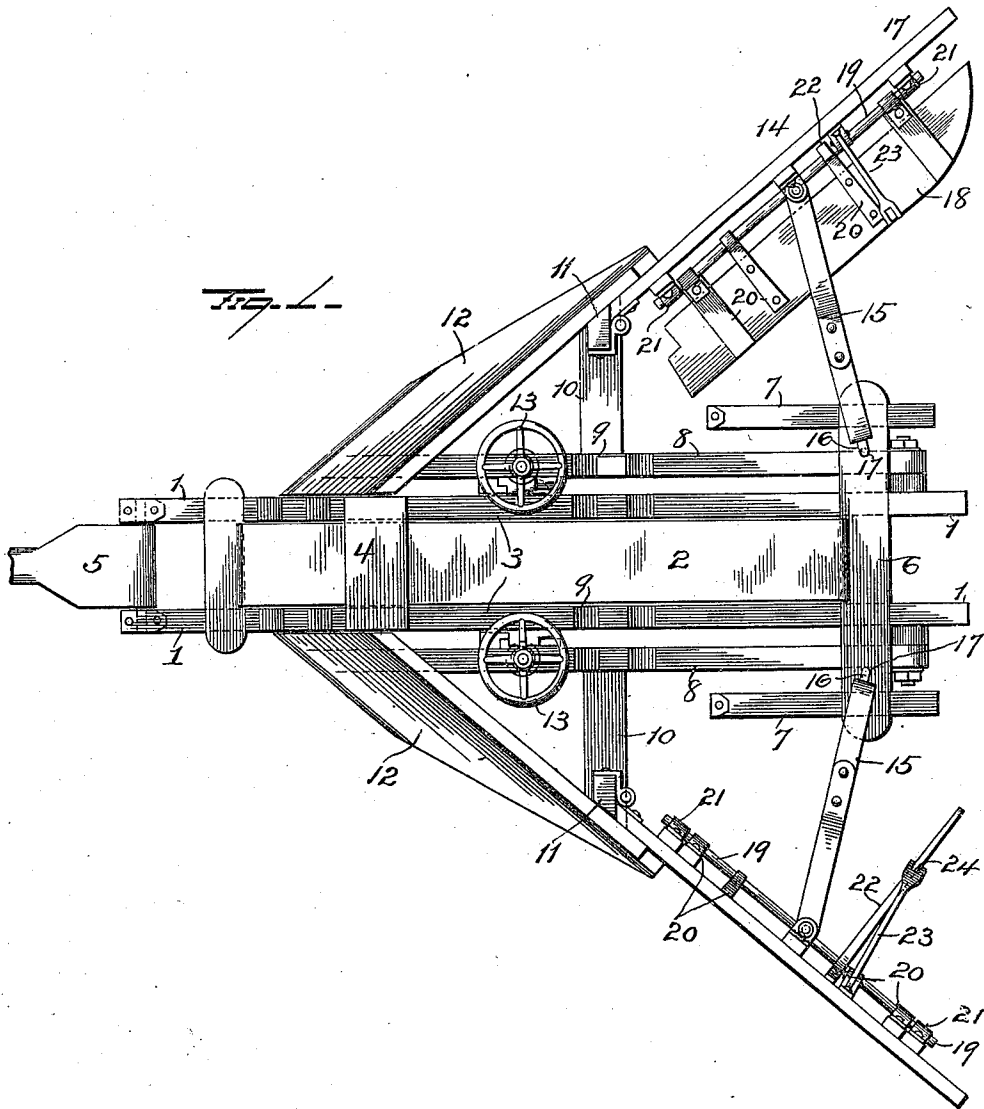
H. GRIMES.
SNOW PLOW.

APPLICATION FILED MAY 2, 1910.

964,159.

Patented July 12, 1910.

2 SHEETS—SHEET 1.



WITNESSES

E. Nottingham
G. J. Downing

INVENTOR

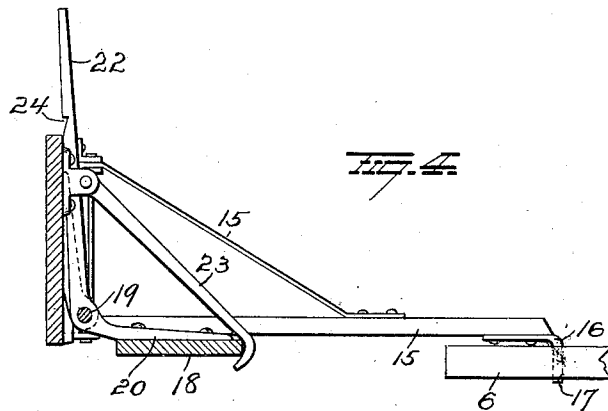
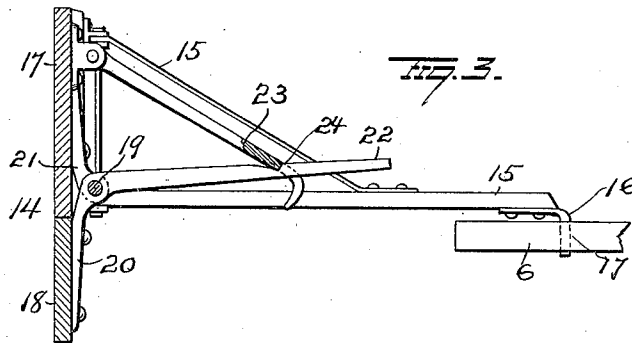
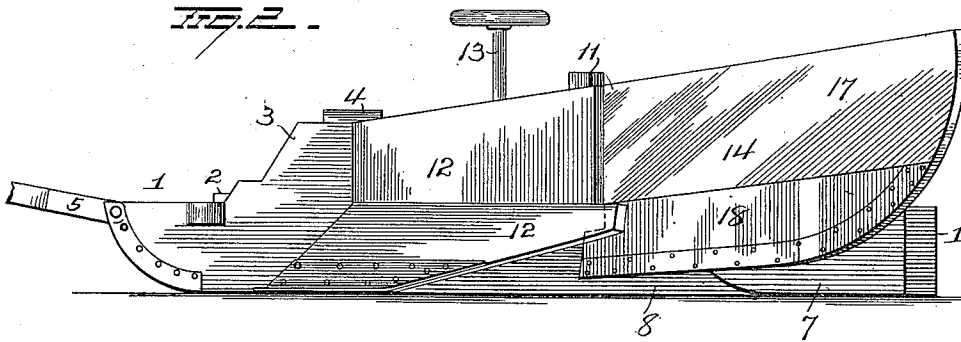
H. Grimes
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Attorney

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UNITED STATES PATENT OFFICE.

HOWARD GRIMES, OF NEWCOMB, NEW YORK.

SNOW-PLOW.

964,159.

Specification of Letters Patent.

Patented July 12, 1910.

Application filed May 2, 1910. Serial No. 558,996.

To all whom it may concern:

Be it known that I, HOWARD GRIMES, of Newcomb, in the county of Essex and State of New York, have invented certain new and useful Improvements in Snow-Plows; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to improvements in snow plows and more particularly to rear wing constructions therefor,—the object of the invention being to so construct the rear wings of a snow plow that they can be readily adjusted when the plow is to be operated in a narrow road or to pass snow drifts of considerable size at one or both sides of the road.

A further object is to construct the rear wings in such manner that they will cooperate in the normal operation of the plow, with the other parts thereof to remove the snow at respective sides of the center of the road sufficient distances to permit teams to readily pass each other on the cleaned road.

With these objects in view the invention consists in certain novel features of construction and combinations of parts as hereinafter set forth and pointed out in the claims.

In the accompanying drawings, Figure 1 is a plan view of a snow plow showing the application of my improvements thereto. Fig. 2 is a side elevation, and Figs. 3 and 4 are detail views of one of the rear wings.

The central frame of the machine comprises parallel runners 1, 1, suitably spaced apart and provided with a platform 2. Uprights 3 rise from the runners 1 and support a seat 4. A tongue 5 is connected with the forward ends of the runners 1 and a cross-bar 6 is secured to the rear ends of said runners and project laterally therefrom in both directions, said cross bar being provided at its ends with supplemental runners 7.

Beams 8 are pivotally connected at their rear ends with the rear ends of the runners 1 and provided with standards 9 and with laterally projecting arms 10. Posts 11 are located at or near the outer ends of the arms 10 and to these posts, as well as to the arms 10, standards 9 and beams 8, plow boards 12 are secured.

Hand operated devices 13 cooperate with the standards or uprights 3 on the runners 1 and the standards 9 on the beams 8 for raising and lowering the latter to adjust the height of the plow boards 12.

Rear wings 14 are hinged to the posts 11 and to each of these wings, a braced arm 15 is pivotally connected and provided at its free end with a depending pin 16 to enter one or a series of sockets 17 in the rear cross-bar 6 of the plow.

Each rear wing 14 comprises an upper member 17 and a lower member 18—said lower member being hinged to the upper member by means of a rod 19 secured to arms 20 on the lower member and mounted in bearings 21 on the upper member. The rod 19 is provided with a lever 22 which may be integral with one of the arms 20 at the juncture of the latter with the rod. By means of this lever the lower member 18 can be raised when the plow is being operated in a narrow road or when it is desired to avoid snow drifts at one or both sides of the road. When raised and not in use the latch 23 is curved at lower end and used as a hook to hold up loose member 18. When the lower member 18 of each wing is disposed in alinement with the upper member 17, the plow will be enabled to clean the road sufficiently to permit teams to pass each other and this may be said to be the normal position of the wings. In order to retain the lower wing members in their normal positions and permit them to withstand the strain brought to bear against them, an arm or latch 23 is pivotally connected with the upper member of each wing and bifurcated at its free end to embrace the lever 22 and engage a notch 24 in the latter, thus locking the lower wing member rigidly to the upper wing member.

Having fully described my invention what I claim as new and desire to secure by Letters-Patent, is—

1. In a snow plow, the combination with a running frame and plow boards carried thereby, of rear wings hinged to said running frame and each comprising an upper member and a lower member hinged to the upper member and adapted to depend below the lower edge of the latter.

2. In a snow plow, the combination with a running frame and plow boards carried thereby, of rear wings attached to said run-

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ning frame and each comprising two members, one disposed above the other and hinged together.

3. In a snow plow, the combination with
5 a running frame and plow boards carried
thereby, of rear wings attached to the running frame and each comprising two members, the lower member hinged to the upper member and adapted to depend below the
10 same, means for raising the lower member of each wing on its hinged connection with the upper member, and means for locking said members in vertical alinement with each other.
- 15 4. In a snow plow, the combination with a running frame and plow boards carried

thereby, of rear wings attached to the running frame, each of said rear wings comprising two members, one hinged to and adapted to depend from the other, a lever 20 connected with the lower hinged wing member, and a latch connected with the upper wing member and adapted to engage said lever to lock the wing members in vertical alinement with each other. 25

In testimony whereof, I have signed this specification in the presence of two subscribing witnesses.

HOWARD GRIMES.

Witnesses:

PATRICK J. TUMMINS,
THOMAS McAVEIGH.