B. F. SWEZEY.

DEVICE FOR PREVENTING SNOW DRIFTS.

APPLICATION FILED MAR. 20, 1916.

1,184,046. Patented May 23, 1916.

Fig. 1.

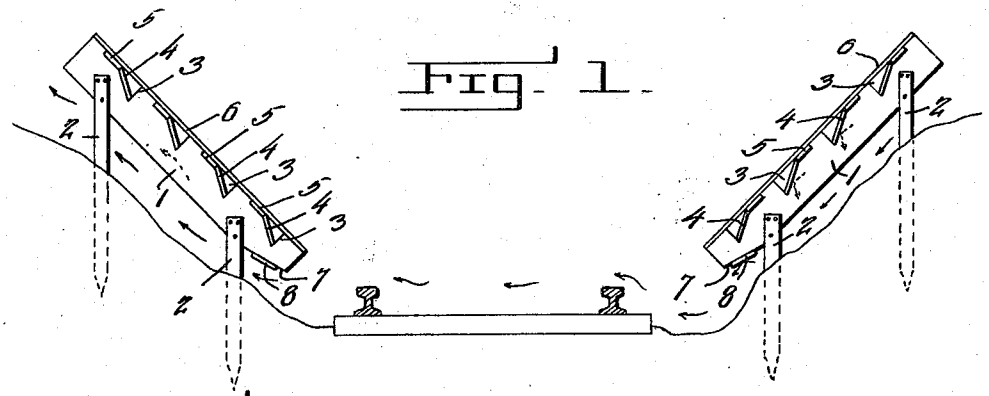


Fig. 2.

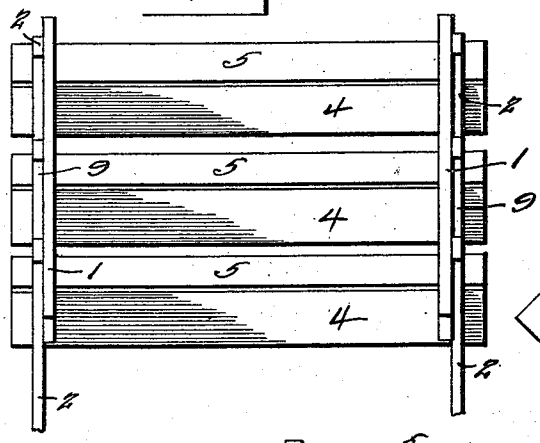
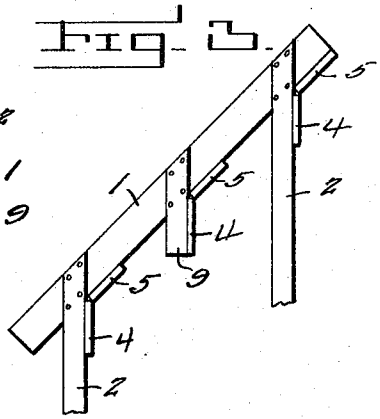


Fig. 3.



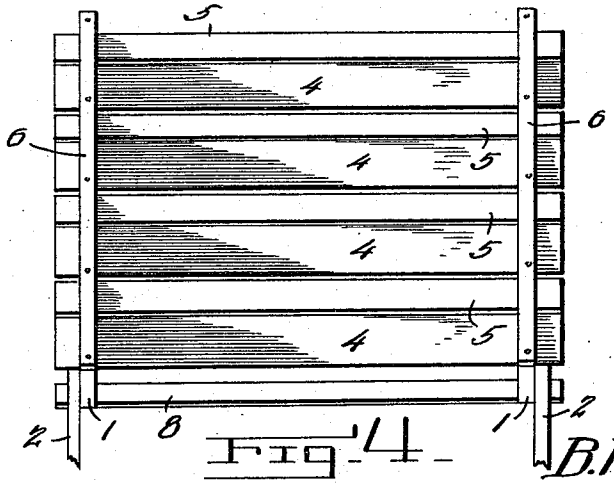


Fig. 4.

Witnesses

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UNITED STATES PATENT OFFICE.

BENJAMIN F. SWEZEY, OF BELLINGHAM, MINNESOTA.

DEVICE FOR PREVENTING SNOW-DRIFTS.

1,184,046. Specification of Letters Patent. Patented May 23, 1916.

Application filed March 20, 1916. Serial No. 85,446.

To all whom it may concern:

Be it known that I, BENJAMIN F. SWEZEY, a citizen of the United States, residing at Bellingham, in the county of Lac qui Parle and State of Minnesota, have invented a new and useful Improvement in Devices for Preventing Snow-Drifts, of which the following is a specification.

This invention relates to a device for preventing snow drifts and has for its principal object to provide a device that is an improvement on the device for preventing snow drifts patented to me on June 29, 1915, #1,144,393, having novel means for more efficiently deflecting the wind downward to prevent drifting in railroad cuts, 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 my improvement is to provide an efficient device for preventing snow drifts which can be constructed at relatively small expense and the parts of which can be more readily assembled and which in assembled form will provide a structure that is more secure and adapted to resist the force of strong air currents.

It is further my object to provide a novel combination of parts, as hereinafter set forth.

Referring to the accompanying drawings Figure 1 is a side elevation of a plurality of my improved devices as used for preventing snow drifts, illustrating the manner in which they are used in a railroad cut; Fig. 2 is a front elevation of a form of my invention with the deflecting strips positioned beneath the side beams; Fig. 3 is a side view of same; and Fig. 4 is a front elevation of the form of my invention illustrated in Fig. 1.

Like characters of reference designate like parts throughout.

In the accompanying drawings, 1 designates the side beams, which are supported by a plurality of 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 posts 2 are rigidly secured to members 1 in any suitable manner, as shown. When in use the snow drift preventer will extend in substantially the same plane as the side of the cut so as to cause the forward end of the snow drift preventer to be considerably lower than its rear end.

In the form of my invention illustrated in Figs. 1 and 4 each beam 1 is provided with a plurality of notched portions 3, adapted to receive the substantially parallel deflecting strips 4 which are disposed in a downwardly slanting position relative to the lower surface of the side beams, at an angle in vicinity of 60 degrees with the horizontal when the device is in operation. Adjacent to the upper edges of deflecting strips 4, I provide deflecting strips 5 disposed parallel with beams 1, to extend the current deflecting surface and to provide a less abrupt deflecting means in combination with the adjacent deflecting strips 4, to give a more efficient wind deflecting surface, whereby a more effective wind current is directed through the railroad cut to prevent drifting therein. I provide strips 6 mounted over the deflecting strips 5 and secured to beams 1 to provide a more rigid structure to resist the force of wind currents. I further provide a base plate 8 secured to the inclined portions 7 of beams 1, as shown in Figs. 1 and 4, to turn the wind directly on the rail or toward the end of the tires. This is effective in preventing drifting of sand.

In the form of my invention shown in Figs. 2 and 3 the purposes of the structure are the same as that disclosed in the device illustrated in Figs. 1 and 4, the form shown in Figs. 2 and 3 being designed to provide a less expensive construction which will at the same time efficiently prevent drifting of snow, etc., in railroad cuts. Deflecting strips 5 and 4 are mounted underneath instead of on the upperside of beams 1, eliminating the notched portions thereof. Members 4 are secured directly to anchor posts 2 and to opposite depending arms 9, as shown in Fig. 3.

What I claim is:

1. In a device of the class described, the combination of a plurality of side members, a plurality of deflecting strips extending from one side member to the other and arranged in pairs, each pair being spaced apart from the others and positioned to deflect air currents downward through a railroad cut to prevent drifting thereon.

2. In a device of the class described, the combination of a plurality of side members, posts supporting the side members and carrying same in a desired slanting position, a series of wind deflecting strips arranged in pairs and mounted on the side members, one of the deflecting strips of each pair being

mounted at an obtuse angle to its companion strip to deflect currents of air downwardly, said deflecting strips extending in a substantially parallel relation to each other.

3. In a device of the class described, the combination of side members, posts supporting same, substantially parallel deflecting strips arranged in pairs and spaced one pair apart from the next, one of the deflecting strips in each pair being disposed in parallel relation to the side members and the other deflecting strip of each pair being disposed in a downwardly extending relation to the side members, and means for supporting the latter deflecting strips in a downwardly extending relation to the side members and at an obtuse angle relative to its companion deflecting strip, and a deflecting strip extending between the lower ends of the side members to guide the air currents, whereby to prevent the drifting of snow and sand in railroad cuts, substantially as set forth.

BENJAMIN F. SWEZEY.

Witnesses:
LEONARD L. STROUSS,
EDWARD KOTTKE.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."

Correction in Letters Patent No. 1,184,046.

It is hereby certified that in Letters Patent No. 1,184,046, granted May 23, 1916, upon the application of Benjamin F. Swezey, of Bellingham, Minnesota, for an improvement in "Devices for Preventing Snow-Drifts," an error appears in the printed specification requiring correction as follows: Page 1, line 82, for the word "tires" read *ties;* and that the said Letters Patent should be read with this correction therein that the same may conform to the record of the case in the Patent Office.

Signed and sealed this 24th day of October, A. D., 1916.

[SEAL.]

F. W. H. CLAY,

Acting Commissioner of Patents.