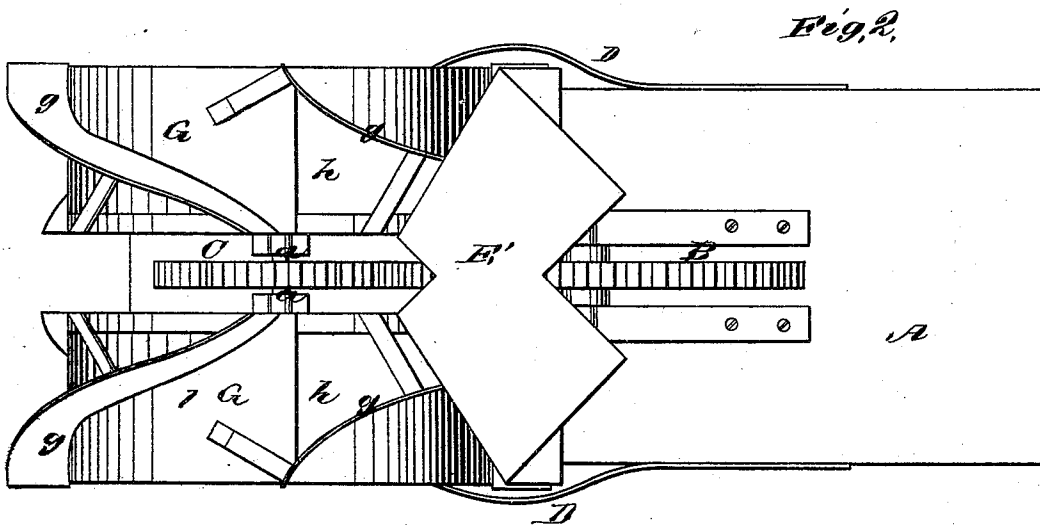
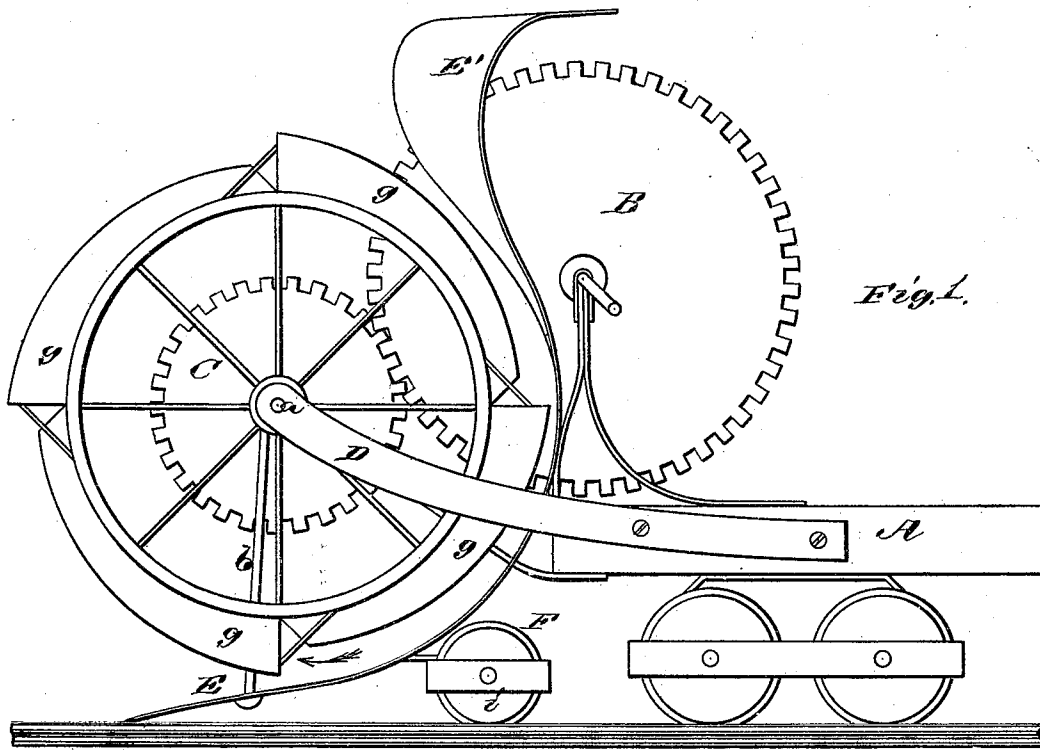


E. BROWN.
SNOW-PLOW.

No. 180,537.

Patented Aug. 1, 1876.



WITNESSES

M. S. Nethy.
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ERIK BROWN, OF MEDICINE BOW, WYOMING TERRITORY.

IMPROVEMENT IN SNOW-PLOWS.

Specification forming part of Letters Patent No. **180,537**, dated August 1, 1876; application filed May 6, 1876.

To all whom it may concern:

Be it known that I, ERIK BROWN, of Medicine Bow, in the county of Carbon and Territory of Wyoming, 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 elevation of my snow-plow, and Fig. 2 is a plan view thereof.

This invention has relation to means for clearing railroad-tracks of snow; and the nature of my invention consists in rotating drums, having curved obliquely-arranged blades on their peripheries, in combination with a shovel or scoop, which is extended backward and upward, so as to form shields in rear of said drums, as will hereinafter be explained.

In the annexed drawings, A designates a pilot-truck, which is intended to be used in front of a locomotive, and is suitably connected thereto. On this truck A I shall, in practice, apply a donkey-engine, which is driven by steam taken from the boiler of the locomotive. This engine is suitably connected by a pitman-rod to the crank-shaft of a wheel, B, which is journaled in pillow-blocks on the pilot-truck. The teeth of wheel B engage with the teeth of a smaller wheel, C, on the shaft *a*. This shaft *a* has its end bearings in arms D D, which are rigidly secured to the sides of the pilot-truck. Shaft *a* is also sustained by a bifurcated standard, *b*, one end of which is secured to the pilot-truck, and the other end is secured to a curved shovel, E, which extends backward and upward to form a shield, E', which I will hereinafter again refer to.

Below the shovel E is a truck, F, the frame of which has a standard secured to it, which extends up through the shovel, and is rigidly secured to standard *b*. By these means the

shaft *a* is firmly sustained, and will resist any weight thrown upon it during the operation of clearing a track.

G G designate drums, which are applied on the shaft *a*, and arranged on opposite sides of the spur-wheel C.

On the periphery of each drum G, and arranged equidistant from each other, are flanges or blades *g*, which are oblique to the axes of the drums, and which are curved in such manner that they will throw the snow laterally from the shovel E.

On one side of each blade *g* is an opening, *h*, which allows snow to pass freely through it, thus preventing the drums from clogging.

It will be seen from the above description that the shovel E gathers the snow from the track, and that the flanged drums G G discharge the snow from the shovel as rapidly as it is gathered thereon, leaving the track clear.

In practice I shall support the front portion of the shovel by means of wheels *i*, which will roll upon the rails. The shields E', which are extensions of the shovel, extend up in rear of the drums G, and prevent snow from being thrown backward upon the pilot-truck A.

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

1. The shovel E, having extension-shields E', in combination with the curved flanged drums G and gear-wheels B C, all arranged, constructed, and operated in the manner and for the purpose set forth.

2. The combination, in a snow-plow, of the curved shovel E, extending backward, upward, and rearward, and terminating in the extensions E', and concentric with the flanged drums G, operating substantially as described, and for the purpose set forth.

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

ERIK BROWN.

Witnesses:

P. N. NELSON,
D. P. HUGHS.