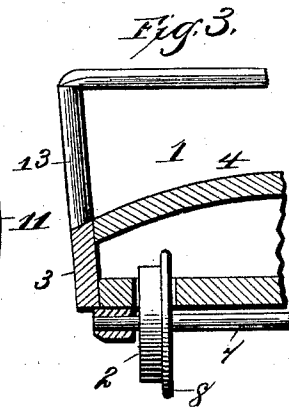
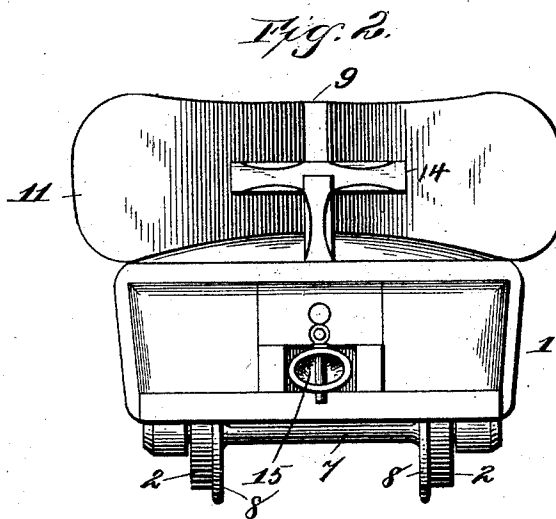
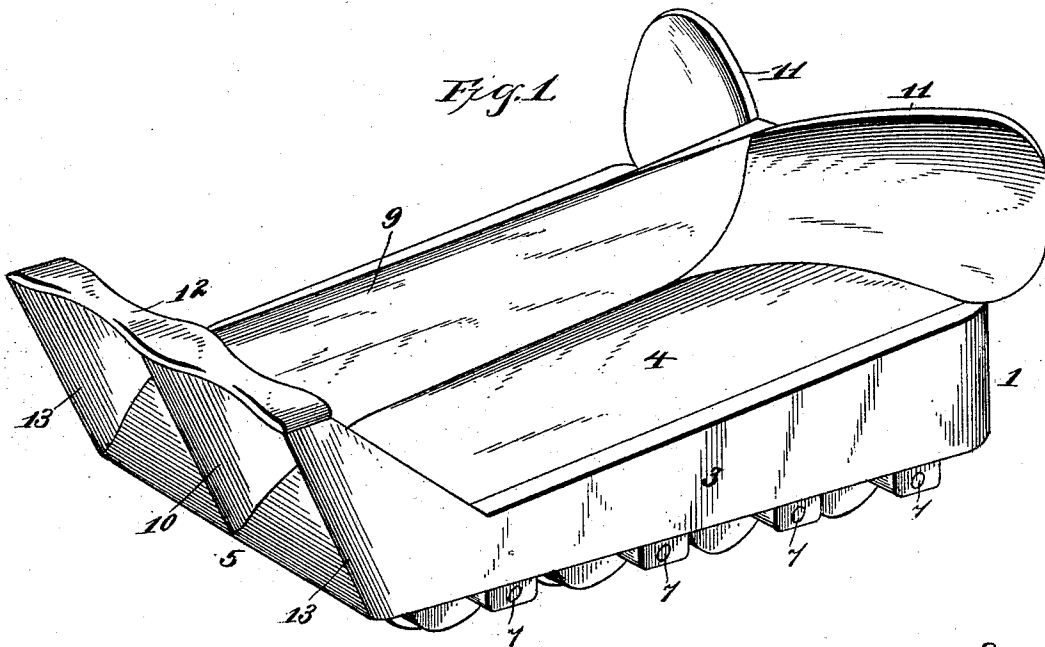


(No Model.)

J. KOLB.  
SNOW PLOW.

No. 476,800.

Patented June 14, 1892.



Witnesses

*E. C. Wardenman*  
*T. H. Riley*

Inventor

By his Attorneys,

*Joseph Kolb*

*C. A. Snow & Co.*

# UNITED STATES PATENT OFFICE.

JOSEPH KOLB, OF BELFAST, PENNSYLVANIA.

## SNOW-PLOW.

SPECIFICATION forming part of Letters Patent No. 476,800, dated June 14, 1892.

Application filed December 24, 1891. Serial No. 416,074. (No model.)

*To all whom it may concern:*

Be it known that I, JOSEPH KOLB, a citizen of the United States, residing at Belfast, in the county of Northampton and State of Pennsylvania, have invented a new and useful Snow-Plow, of which the following is a specification.

The invention relates to improvements in snow-plows.

10 The object of the present invention is to simplify and improve the construction and to increase the strength and efficiency of snow-plows which are coupled to and arranged in front of an engine.

15 The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claim hereto appended.

20 In the drawings, Figure 1 is a perspective view of a snow-plow constructed in accordance with this invention. Fig. 2 is a rear elevation. Fig. 3 is a detail sectional view.

25 Like numerals of reference indicate corresponding parts in all the figures of the drawings.

1 designates the frame of a snow-plow, which is mounted on truck-wheels 2 and which is adapted to be arranged in front of and to be coupled to an engine. The frame consists of triangular sides 3, which taper toward the front of the plow, and a sloping top 4, which is transversely curved and presents a convex surface. The top 4 has its front end 5 curved downward to bring the nose of the plow close to the rails and to present an inclined surface to the snow. The bottom 6 of the frame is provided with a series of openings to receive the truck-wheels, which are very small, to bring the frame of the plow as low as possible and close to the rails. The truck-wheels 2 have their axles 7 journaled in suitable bearings, and the said wheels have enlarged flanges 8 to prevent the plow jumping the rails.

45 On the top of the plow-frame is mounted a

central longitudinally-disposed vertical blade 9, which has its front end 10 enlarged to conform to the nose of the plow and which has connected to its rear end rearwardly-diverging wings 11. The wings are slightly concave and serve to throw the snow outward from the track and also support the rear end of the longitudinal blade. The front end of the longitudinal blade is supported and strengthened by a cross-bar 12, which has its end secured to the tops of vertically-disposed cutters 13, arranged at the sides of the plow and at the front thereof. The side cutters 13 are substantially triangular and have their front and rear edges beveled. The wings are supported by a T-shaped brace 14, which is mounted on the back of the plow and is secured to and interposed between the diverging wings.

The plow is provided at its rear end with a suitable car-coupler 15, by means of which it may be readily attached to a locomotive.

It will readily be seen that the snow-plow is simple, strong, and durable, and is adapted to readily enter a snow bank or drift and clear the track without seriously retarding the passage of a train.

What I claim is—

In a snow-plow, the combination of a frame comprising tapering sides, a sloping top presenting a convex surface and having its front end inclined downward and a bottom provided with openings, truck-wheels arranged in said openings and supporting the frame, the longitudinal blade, the wings diverging from the rear end of the longitudinal blade, the side cutters arranged at the front of the frame, and the cross-bar secured to the cutters and the blade, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

JOSEPH KOLB.

Witnesses:

I. S. UHLER,  
CHAS. B. BRUNNER.