

(No Model.)

M. F. MAUDEN.

SNOW CLEANING ATTACHMENT FOR LOCOMOTIVE ENGINES.

No. 521,544.

Patented June 19, 1894.

FIG. 1.

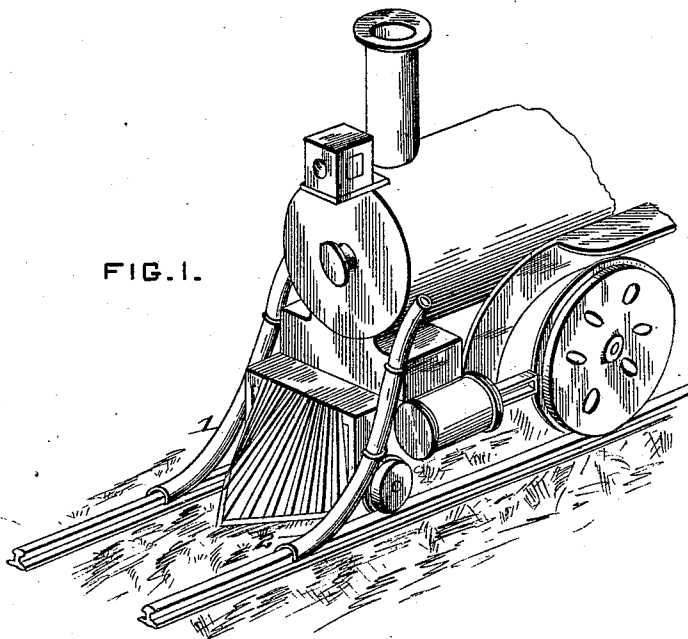


FIG. 2.

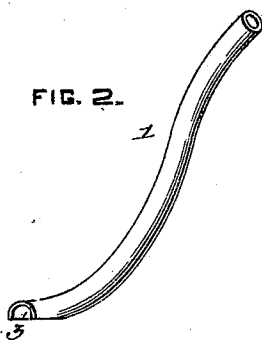
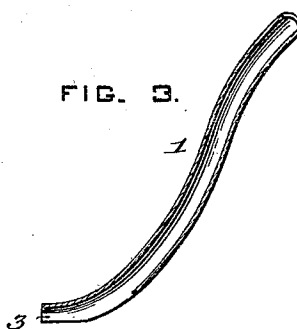


FIG. 3.



Witnesses

Chas. B. Fyer

Inventor
Marrion F. Mauden

By *John C. Hedderburn*
Att. Attorney

UNITED STATES PATENT OFFICE.

MARION F. MAUDEN, OF GLASGOW, MISSOURI.

SNOW-CLEANING ATTACHMENT FOR LOCOMOTIVE-ENGINES.

SPECIFICATION forming part of Letters Patent No. 521,544, dated June 19, 1894.

Application filed October 10, 1893. Serial No. 487,750. (No model.)

To all whom it may concern:

Be it known that I, MARION F. MAUDEN, a citizen of the United States, residing at Glasgow, in the county of Howard and State of Missouri, have invented certain new and useful Improvements in Snow-Cleaning Attachments for Locomotive-Engines; 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 snow cleaning attachments for locomotive engines, and has for its object to provide for thoroughly cleaning the rails.

With this and other objects in view, the invention consists of the construction and arrangement of the several parts which will be more fully hereinafter described and claimed.

In the drawings: Figure 1 is a perspective view of a portion of a locomotive, showing the improved attachment applied in connection therewith. Fig. 2 is a detail perspective view of one of the cleaning tubes on a larger scale. Fig. 3 is a central vertical section of the device as shown by Fig. 2.

Similar numerals of reference are employed to indicate corresponding parts in the several views.

Referring to the drawings, the numerals 1 and 2 designate two hollow tubes which are of curved form, and extending at their lower ends in advance of the guard or cow-catcher of the engine, and have their lower engaging ends arranged in horizontal planes and their upper free ends slightly deflected to throw the snow which may pass therethrough on opposite sides of the track. The lower under sides of the front portions of the tubes

are open at the bottom as at 3, and embrace the track rails to thereby bring the forward edges of the tubes on the upper and two opposite sides of each track rail. By this means the snow is thoroughly removed from the rails and turned on opposite sides to clear the track rails sufficiently to permit the flanges of the wheels to have free movement to also avoid slipping. The upper portions of the pipes are for supporting the lower rear cleaning portions of the same and are deflected toward opposite sides to leave the front of the engine clear and unobstructed and also to serve as means for cleaning the lower ends of the pipes from the upper portions of the same, if they become clogged.

The invention is very simple and will be readily understood by those skilled in the art, and its advantages are manifold. The tubes can readily be attached to any engine or locomotive now in use without undue manipulation or complex construction, and when so arranged the conveniences are many.

Having thus described the invention, what is claimed as new is—

In combination with a locomotive engine, of a pair of curved tubes secured to the front thereof and having their lower engaging ends slotted and adapted to embrace the upper, opposite sides of each track rail and their upper ends deflected outwardly, substantially as and for the purposes specified.

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

MARION F. MAUDEN.

Witnesses:

NELLIE MAUDEN,
BRUCE B. COLLINS.