

C. LOMBAERT.
Car-Track Clearer.

No. 1,530.

Patented Mar. 31, 1840.

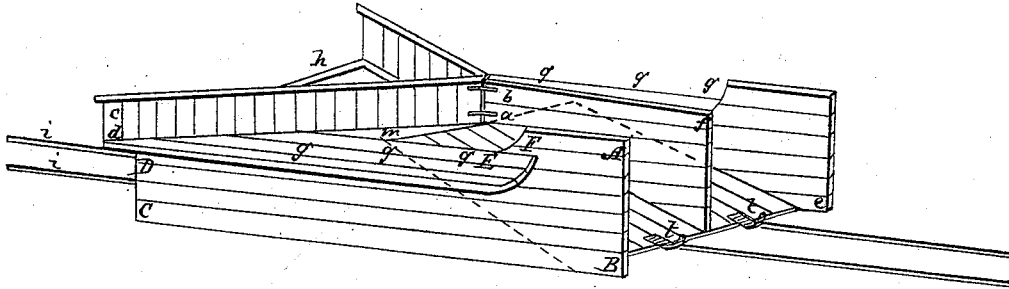


Fig. 1.

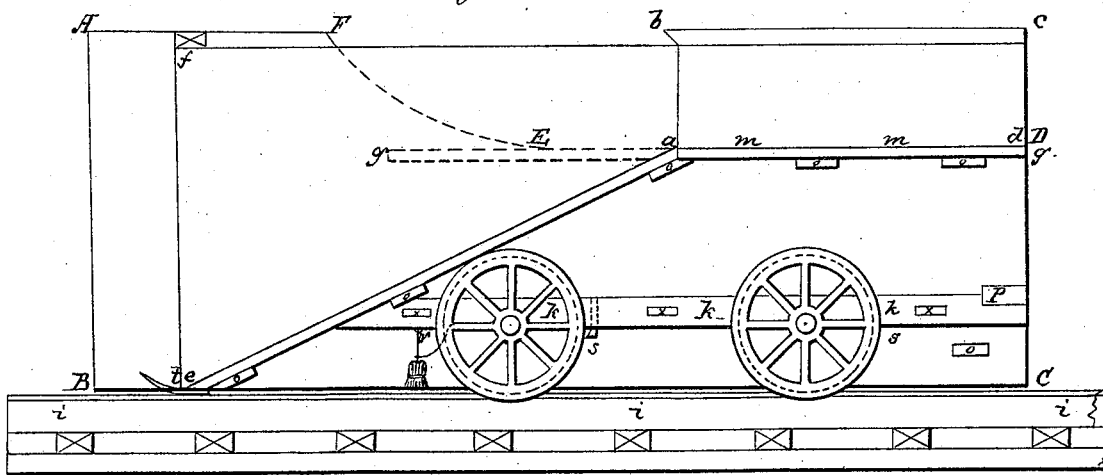
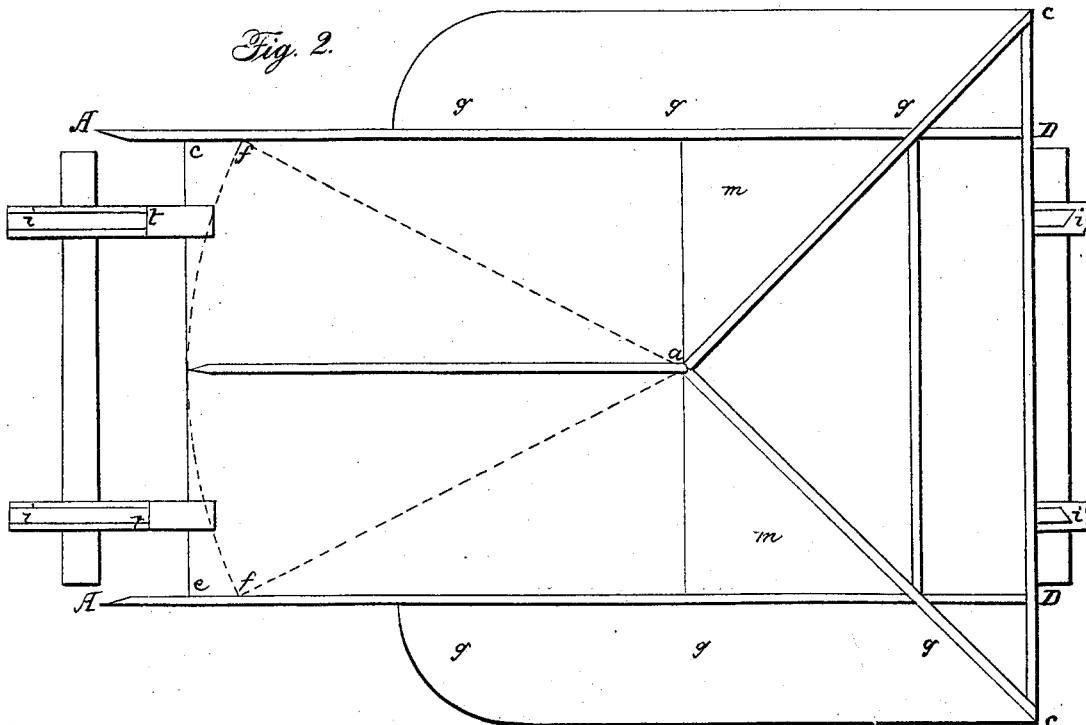


Fig. 2.



UNITED STATES PATENT OFFICE.

CHARLES LOMBAERT, OF PHILADELPHIA, PENNSYLVANIA.

MACHINE FOR REMOVING SNOW FROM RAILROAD-TRACKS.

Specification of Letters Patent No. 1,530, dated March 31, 1840; Antedated January 15, 1840.

To all whom it may concern:

Be it known that I, CHARLES LOMBAERT, of the city of Philadelphia, in the State of Pennsylvania, have invented a new and useful Machine for Excavating and Removing Snow from Railroads, so as to Admit the Passage of Cars, &c., which I call a "Snow-Excavator;" 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, in which—

Figure 1, represents a side view and elevation of the machine, supposing it the side farthest from the observer (the side next him being removed,) the shape of the outside described by the letters A, B, C, D, E, F and in Fig. 2 by A, A, D, D.

At *a, e*, Figs. 1 and 2, is shown a front floor, inclined at an angle of about 25 degrees, commencing at the bottom of the side pieces about eighteen inches from the front end at *e*, and continued to *a*, where it connects with a platform *m, m*, parallel with the bottom of the side pieces, which platform is surmounted with a raised triangular framework as at *a, b, c, d*, Fig. 1, and at *a, c, c*, Fig. 2.

g, g, g, Figs. 1 and 2, represent a projecting ledge or wing, secured to the sides of the machine, about two feet wide.

h, h, Fig. 2, are braces to strengthen the framework on the top of the platform.

a, b, f, e, Fig. 1, and *a, e, f, f*, Fig. 2, show the outline of a center piece secured at *a, b*, by a bolt and movable as represented by the dotted lines, *f, f, a*, Fig. 2.

i, i, i, i, represent a section of railway;

k, k, a four wheel, car frame and wheels.

The machine may be constructed of wood or iron or both combined.

The drawings are intended to represent one constructed of wood, say two inch oak plank for the sides, sixteen feet long and eight feet wide from out to out of the sides, A, A, D, D, Fig. 2, and six feet high in front, at A, B, F, Fig. 1, and sloping off at F to E to four feet to D.

o, o, o, o, Fig. 1, show the ends of timbers, by which the sides are secured at their proper distance apart, and on which the inclined floor, *e, a*, is fastened, as also the platform, *m, m*, Figs. 1 and 2. The inclined floor commencing at the bottom of the side pieces about eighteen inches from the fore

ends, allows the side pieces to cut the snow loose from the mass before the inclined floor commences to lift the portion cut, so as not to force any of the snow ahead of the machine, or on one side, but to allow it to slide up the plane until it reaches the platform at *a*, where it is obstructed by the raised triangular frame and forced over the top of the ledge or wings *g, g*, (two feet wide) so as to throw the snow two feet or more from the edge of the passage made by the machine, thus leaving the way clear for the engine, &c., eight feet wide. The center piece *a, e*, Fig. 2, and *a, b, f, e*, Fig. 1, is intended, ordinarily, to divide the snow as it is received on the machine in two parts, one of which would be thrown on each side of the road, but it is so secured with a bolt at *a, b*, Fig. 1, as to be movable at the front end, *e, f*, so that it can be placed as at *a, f*, Fig. 2, and thus force all the snow on one side which may be desirable where there is a double track, or where the snow is much deeper on one side than the other. The machine is intended to be placed on and secured to the frame of a four wheel railroad car as represented in Fig. 1, *k, k, k*, the fore end of the frame to abut against the cross timbers on which the inclined floor rests. The cross pieces of the car frame *x, x, x*, may be let through the sides of the machine and bear it up clear of the track at such distance as may be desirable. The hind end of the frame may have a strong piece at *p*, secured to it at the proper height for the locomotive engine to abut against. Stout wooden brooms should be fastened in front of the wheels at *r*, over the track, to remove any snow left by the machine, and a scraper, placed near the wheels, as at *s, s*, to detach any snow that might adhere to them and increase their diameter, which would lift the machine too far above the track. A shoe of iron about six inches wide and turned up about two inches, may be fastened on the lower end of the inclined floor, as at *t*, to prevent the end catching the ends of bars on the road, or spike heads, where the flat bar is used, on wooden rails; on the edge rail it will not be required.

The machine is intended to be placed on the railway in advance of and to be propelled by a locomotive steam engine, but may be drawn by horses or other power attached to the sides, where steam is not admissible.

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

1. The method of dividing and removing snow on railraod tracks, &c., by means of an inclined plane constructed with sides as herein set forth and of conducting the same from the machine by means of the raised platform, triangular frame and wings, *g, g*, in combination with the foregoing arrangement, the whole being constructed and operating substantially as herein set forth.

2. The machine here described is calculated to remove snow of any depth not exceeding four feet, and leave a track or passage eight feet wide. The principle, how-

ever, will allow the machine to be made wider or narrower, as may be desirable, and the ledge or wings may be hung by hinges in such manner as to let down or fold up, if required, in the passing of bridges, buildings, &c. By increasing the length of the inclined floor, the platform may be raised higher, so as to remove snow at a much greater depth than four feet. This, however, a competent mechanic will see at once.

C. LOMBAERT.

Witnesses:

PH. CHRISTENSEN,
JOHN COOK.