

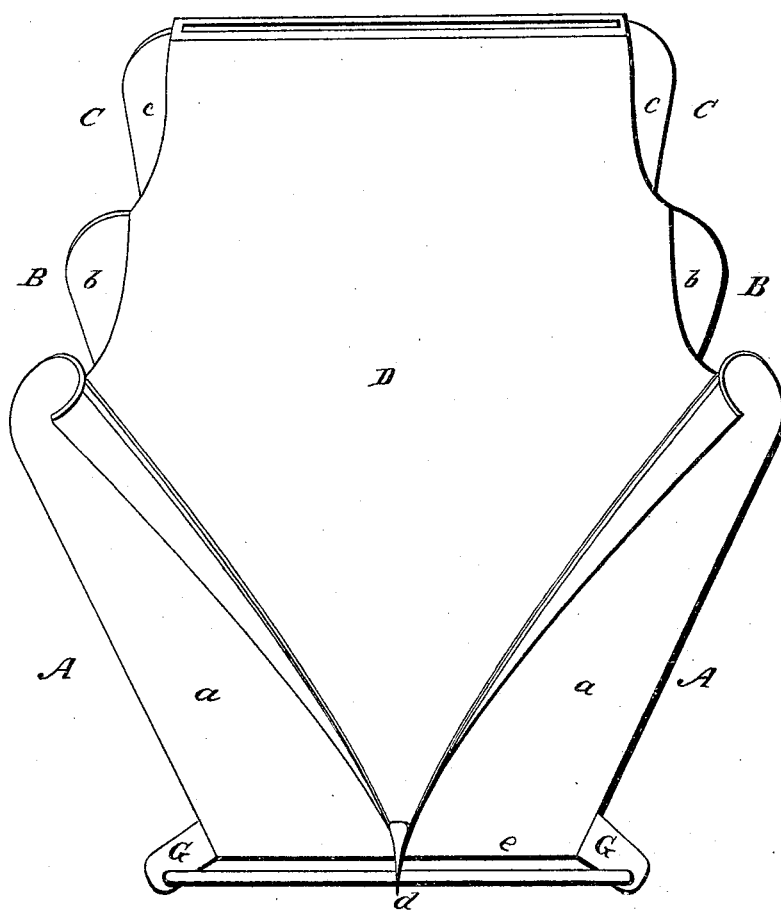
J. A. GREGG.
Car-Track Clearer.

2 Sheets—Sheet 1.

No. 4,568.

Patented June 13, 1846.

Fig. 1.



J. A. GREGG.
Car-Track Clearer.

No. 4,568.

Patented June 13, 1846.

Fig. 2.

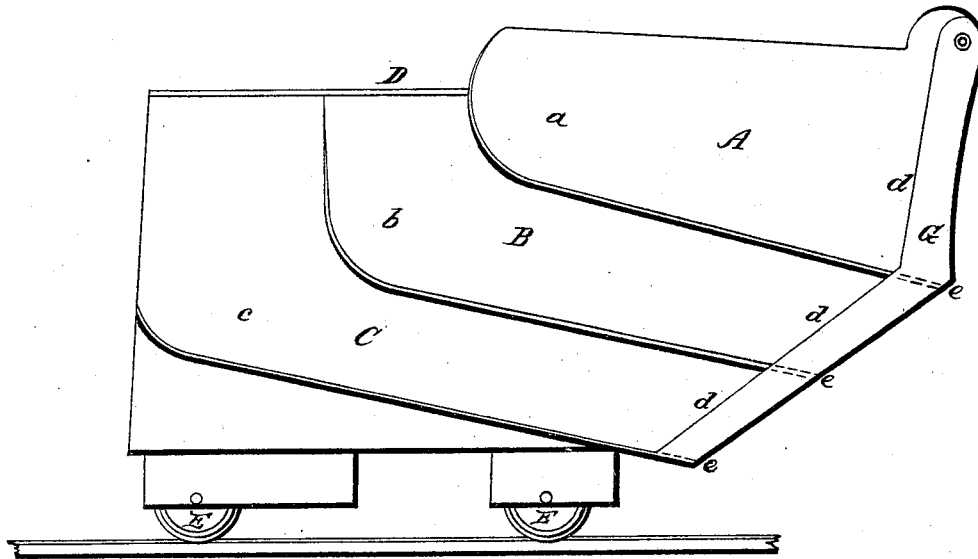
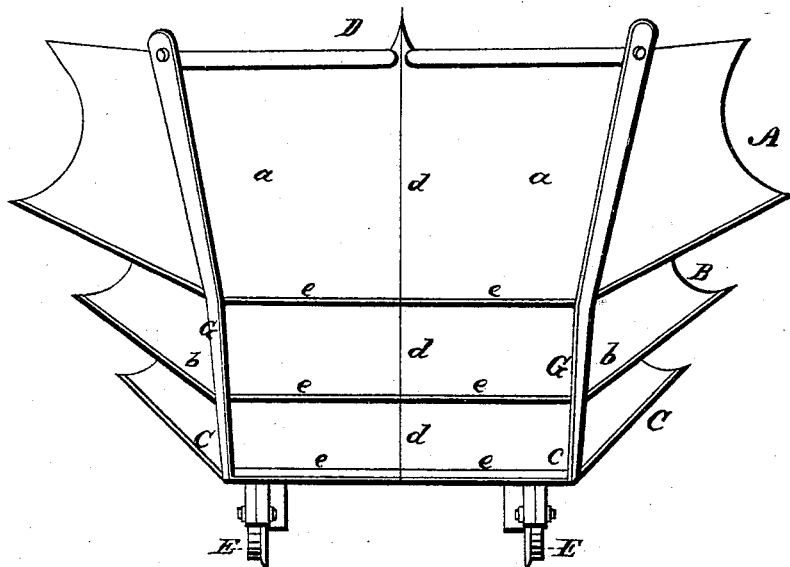


Fig. 3.



UNITED STATES PATENT OFFICE.

JOS. A. GREGG, OF DERRY, NEW HAMPSHIRE.

SNOW-PLOW FOR RAILROADS.

Specification of Letters Patent No. 4,568, dated June 13, 1846.

To all whom it may concern:

Be it known that I, JOSEPH A. GREGG, of Derry, in the county of Rockingham and State of New Hampshire, have invented a new and useful Improvement in Plows or Machines for Removing Snow from the Tracks of Railways; and I do hereby declare that the nature of my invention and the manner in which it operates are fully set forth and represented in the following specification and accompanying drawings, letters, figures, and references thereof.

The machine which embodies my improvement consists of two or more plows or sets of mold boards arranged the one over the other and departing from a vertical knife or nose, all of which when combined together and upon a proper frame is sustained by wheels which rest and move upon the railway track.

Of the drawings aforementioned Figure 1 represents a top view. Fig. 2 a side elevation, and Fig. 3 an end elevation of my improved snow plow.

My improvement is to be found in a combination of two or more plows, made and arranged with respect to one another as will be hereinafter described, and also in the arrangement of each plow composed of one or two mold boards, in advance of the one directly below it, in order that the snow as it rises or is thrown from the rear or back part of each mold board of each plow may clear itself therefrom without being obstructed by the rear part of the mold board or mold boards of the plow or plows over it.

In the drawings *a a*, *b b*, *c c*, represent the mold boards of three double plows A, B, C, which are arranged the one over the other and secured to a framework or carriage D mounted on railway wheels E, E, and the whole being as denoted by the drawings. Each pair of wings or mold boards make an angle with each other or terminate at their front parts in one vertical and two horizontal knives *d* and *e e* as seen in Figs. 2, 3. The extreme or cutting edge *d* of the upper plow is made vertical or about so while the corresponding edges of the lower plow incline to the horizon as seen in Fig. 2. The horizontal knives of the second plow B are placed somewhat in advance of those of the third plow C. So in regard to those of the upper plow A they are arranged somewhat in advance of the corre-

sponding edges of the second plow. The several mold boards being supposed to be of the same or nearly the same length such an arrangement of them will carry the extreme rear ends of the two upper ones (*a a*) somewhat in advance respectively of those of the extreme rear ends of the mold boards of the plow B. It will also dispose the rear ends of the mold boards of the said plow B in advance of those of the mold boards of the plow C. The above will create a projection of the rear end of each mold board beyond that of the mold board immediately over it, and thereby allow the snow when it rises up the mold boards to be thrown off or away from the rear portion of each in a lateral direction without any obstruction from the mold board directly over it. Vertical knives G G are applied to the horizontal knives of the several mold boards as represented in the drawings. They serve two purposes viz that of cutting into the snow and sustaining the horizontal knives in their correct positions.

By the employment of two or more plows placed with regard to each other and arranged upon a carriage and wheels as above specified, I am enabled when the machine is used to separate and divide a bank or heap of snow which may be upon the track of a railway, and against which the snow plow is driven and cause each of the separated portions to pass up one of the mold boards and be thrown by it from the track.

In estimating the advantages of my improvement it should be borne in mind that each plow enters into a bank or snow a considerable distance before it acts to discharge it or throw it laterally, the lateral discharge taking place at the rear part of the mold board. Consequently when one mold board at its rear part is allowed to project directly over the rear part of the one immediately beneath it, the snow as it is discharged upward and sidewise, from the lower mold board will be thrown against the upper one. My improvement obviates this difficulty and enables me to discharge the snow with great ease.

Having thus explained my invention, what I claim is—

My improvement in the combination of two or more plows that is to say the arranging two or more plows above one another in combination with arranging each plow in advance of the one directly below

it in order that the snow as it rises or is
thrown from the rear or back part of each
mold board of the inferior plow may clear
itself therefrom without being obstructed
5 by the mold board of the plow directly over
it the same being substantially as above
set forth.

In testimony that the foregoing is a true

description of my said invention or im-
provement I have hereto set my signature 10
this thirty-first day of January in the
year eighteen hundred and forty-six.

JOS. A. GREGG.

Witnesses:

MOSES C. PILSBURY,
MEHITABLE C. PILSBURY.