J. M. BALDWIN.

Snow-Plow.

No. 215,860. Patented May 27, 1879.

Fig. 1.

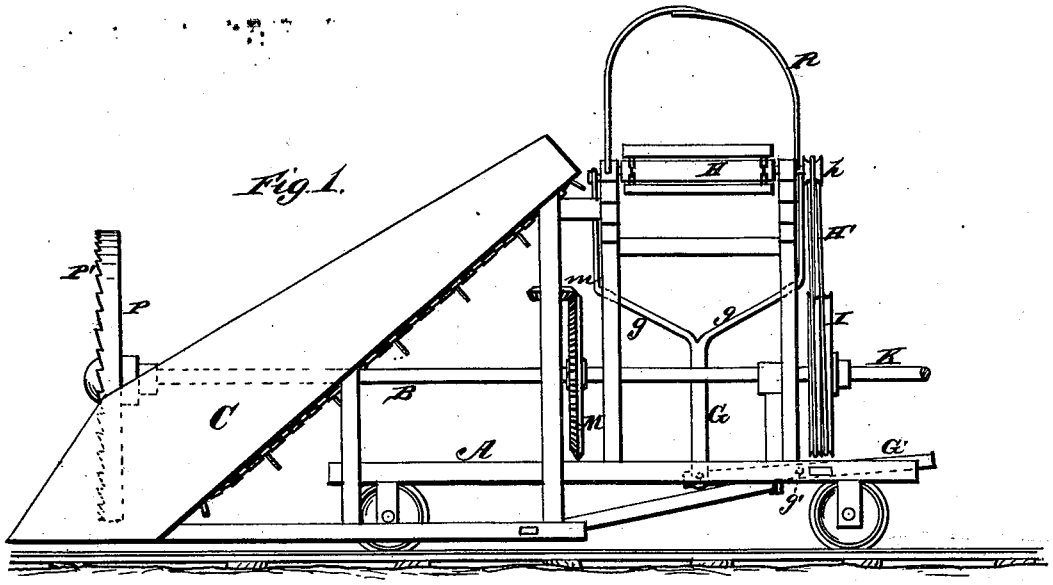


Fig. 2.

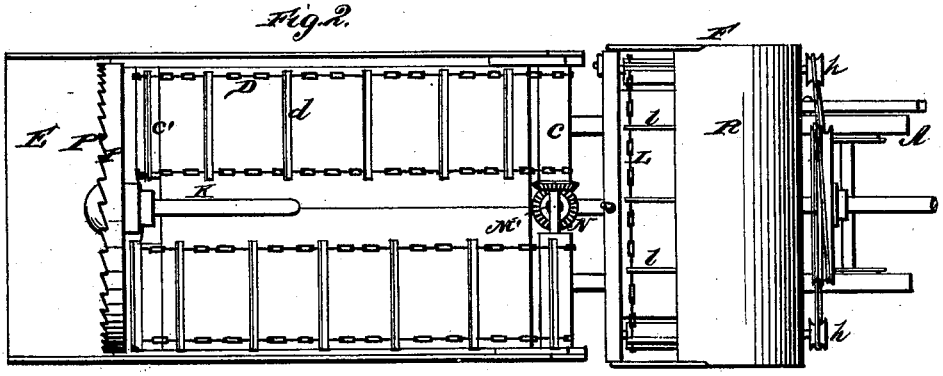


Fig. 3.

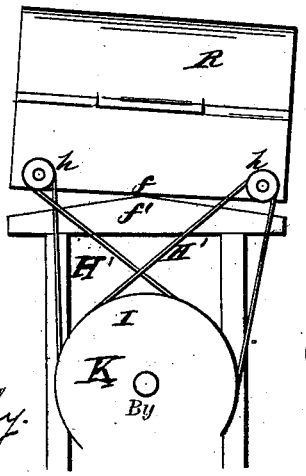
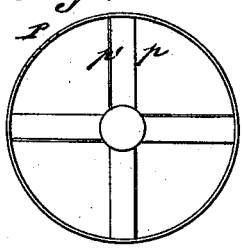


Fig. 4



WITNESSES

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IMPROVEMENT IN SNOW-PLOWS.

Specification forming part of Letters Patent No. **215,860**, dated May 27, 1879; application filed March 1, 1879.

To all whom it may concern:

Be it known that I, JOEL M. BALDWIN, of Evans' Mills, in the county of Jefferson and State of New York, have invented certain new and useful Improvements in Snow-Plows, for automatically removing snow from railroad-tracks; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of a side elevation of my snow-plow. Fig. 2 represents a plan, Fig. 3 represents a rear, and Fig. 4 is a detail, view.

My invention relates to snow-plows; and consists in the improvements in the construction of the same hereinafter fully described, and particularly pointed out in the claim.

Referring to the drawings, A represents a truck, and B a frame built thereon or secured thereto. C represents an inclined chute or way, having an upper revolving roller, *c*, and a similar one below, *c'*, over which operates an endless belt or chain, D, having buckets *d*, comprising an elevator. The forward end of the device is provided with a scoop or shovel, E, which is of greater width than the track, and adapted to pass over the track and take up the snow thereon.

F represents a tilting transverse frame, pivoted at the center *f* upon an upward convex portion of cross-bars *f'*, a link, G, having bifurcations *g*, connecting one end to a lever, G', pivoted at *g'* upon the truck. At each end of this frame is journaled a roller, H, having upon one end of its shaft a pulley, *h*, connected by belts H' to a large pulley, I, upon the main shaft K, as shown. As the tilting frame is depressed in either direction one of the belts rides uselessly, and the other binds upon the pulleys, so as to force the rollers H to revolve toward such operating-pulley, and carry an endless belt, L, having buckets *l*.

Upon the main shaft K is a rigid cog-wheel, M, which gears with a pinion, *m*, upon a vertical shaft, M', upon the upper end of which beveled gear N connects with and operates the upper elevator-roll, *c*, as shown.

Upon the forward end of the main shaft is a wheel, P, having inclined spokes *p*, with cutting-edges *p'*, and a periphery with saw-teeth P', as shown, for the purpose described. A shield, R, prevents the snow from going to the rear of the depositing-platform.

The operation of my invention is obvious. The scoop takes up the snow from the track, the saw-teeth cut the crust, ice, &c., the edged spokes pulverize it and force it upon the elevator, the elevator raises it and deposits it upon the tilting platform, from whence it may be thrown to either side at will, the whole being automatically accomplished by the motive power through the main shaft and its connections.

I am aware that a turn-table carrying a plow, an elevator, and discharger, all mounted upon the truck, is not, broadly, new, and that a toothed wheel having radial blades and mounted upon a shaft within an upwardly-inclined chute is old in itself; also, that a side carrier in connection with an elevator is old. I therefore make no broad claim to either of these constructions.

I claim—

The tilting frame F *f*, link G *g*, lever G', rollers H, pulleys *h*, belts H', pulley I, and main shaft K, combined with belt L and buckets *l*, adapted to automatically deposit the snow in either direction at will, as described.

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

JOEL M. BALDWIN.

Witnesses:

FRANK D. PLANCK,

WILLIAM M. COMSTOCK.