

(No Model.)

L. LARCHAR.
SNOW PLOW.

No. 264,542.

Patented Sept. 19, 1882.

Fig. 1.

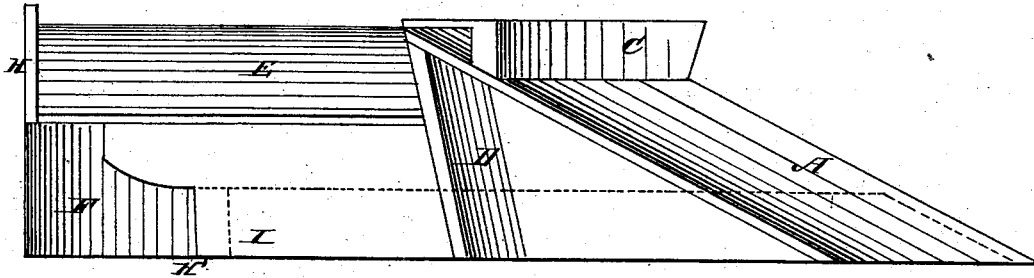


Fig. 2.

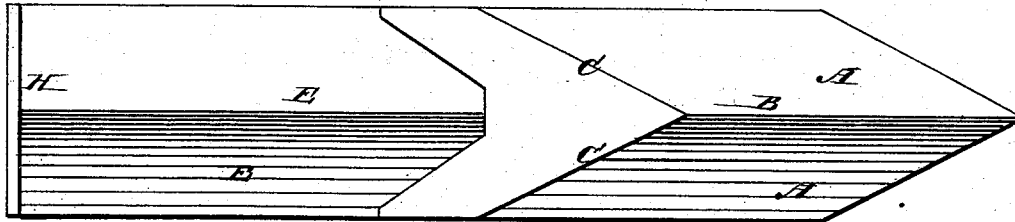


Fig. 3.

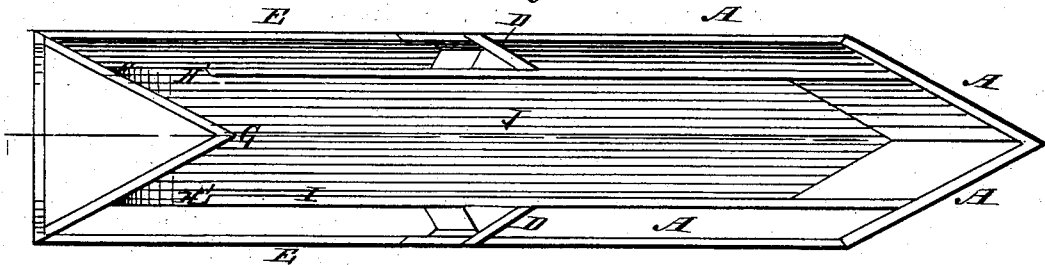
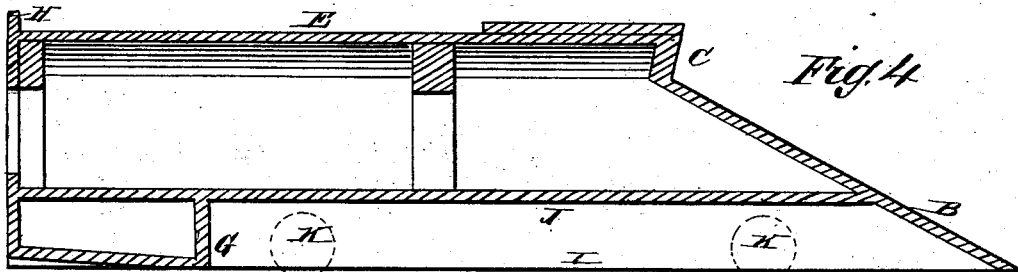


Fig. 4.



WITNESSES:

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LEWIS LARCHAR, OF MARBLE ROCK, IOWA.

SNOW-PLOW.

SPECIFICATION forming part of Letters Patent No. 264,542, dated September 19, 1882.

Application filed April 13, 1882. (No model.)

To all whom it may concern:

Be it known that I, LEWIS LARCHAR, of Marble Rock, Floyd county, Iowa, have invented a new and Improved Snow-Plow, of which the following is a full, clear, and exact description.

This improvement in snow-plows consists of top, middle side, and rear side wings in addition to the ordinary front scrapers; also, top chutes back of the front scraper for more effectually throwing off such portions of the snow as fail of being thrown off by the main scrapers, also such as are thrown over and fall back behind the main scrapers, all as herein-after more fully described.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of my improved snow-plow. Fig. 2 is a plan view. Fig. 3 is a plan of the said improved plow inverted, and Fig. 4 is a longitudinal sectional elevation.

A represents the main scrapers of the plow of the common form, said scrapers being arranged on any easy incline upward and from the middle point, B, backward, for being driven forward easily into the snow.

C represents top wings, which I apply at the upper end of the scrapers A to arrest and throw off to the sides the portion of the snow failing to be thrown off to the sides by scrapers A, said wings being inclined a little forward from the bottom up for the better effect in arresting the upwardly-flowing stream of snow.

D represents the middle side wings, which I apply to the body of the plow in nearly vertical position under or just behind the upper termination of the scraper A and the outward ends of wings C, to press back into the banks of snow the portions falling inward from scrapers A and wings C.

E represents the sloping chute or roof of the body of the plow, behind the front scrapers, A, and top wings, C, to discharge any portions falling behind wings C; and F represents the rear side wings, located at the rear end of the plow, for the last effort upon the portions remaining after passage of the advance

scrapers, and also for removing any portions passed over by the front scrapers or falling in behind and under them upon the middle portions of the track, these wings being continued to a point, G, in the middle of the track through openings H in the vertical guards I, extending below the bottom J of the body of the plow.

The wings D are extended up the sides of the plow to the top of the upper ends of scrapers A, even with the peak of top E; but wings F only extend as high as the eaves, so to speak, of the top E, and above them is a vertical wall, H, extending a little above the peak of the chutes E, and its function is to guide the snow sliding from the chutes E to the front of the wings F.

The openings H' through the guards I, in advance of the wings F, let out strong currents of wind induced by the speed of the plow; and greatly assisting in the discharge of the snow by the wings F.

The running-gear of the plow (indicated by the wheels K) is to be protected by the guards I in practice, the said guards being located outside of the same and extending downward even with the bottom of the scrapers and wings.

It will be seen that by the aid of these auxiliary wings and scrapers the snow will be more effectually removed than with the ordinary scraping-plows.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. The combination, in a snow-plow, of scrapers A, top wings, C, and top chutes, E, substantially as specified.

2. The combination, in a snow-plow, of the scrapers A, the top wings, C, the side wings, D, and the chutes E, substantially as and for the purpose set forth.

3. The combination, in a snow-plow, of the scrapers A, top chutes, E, and rear wings, F, substantially as described.

4. The combination, in a snow-plow, of the front scrapers, A, top wings, C, top chutes, E, and rear wings, F, substantially as described.

5. The combination, in a snow-plow, of the front scrapers, A, top wings, C, side wings, D, top chutes, E, and rear wings, F, substantially as described.

6. In a snow-plow, the combination of the guards I, the bottom J, the openings H', and the rear wings, F, extending to point G under the bottom, whereby a draft through the openings H' is produced, substantially as herein shown and described.

7. The combination of rear wings, F, vertical wall H, and top chutes, E, in a snow-plow, substantially as specified.

8. The combination of vertical wall H with top chutes, E, the former being located at the rear end of said top chutes, substantially as described.

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Witnesses:

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