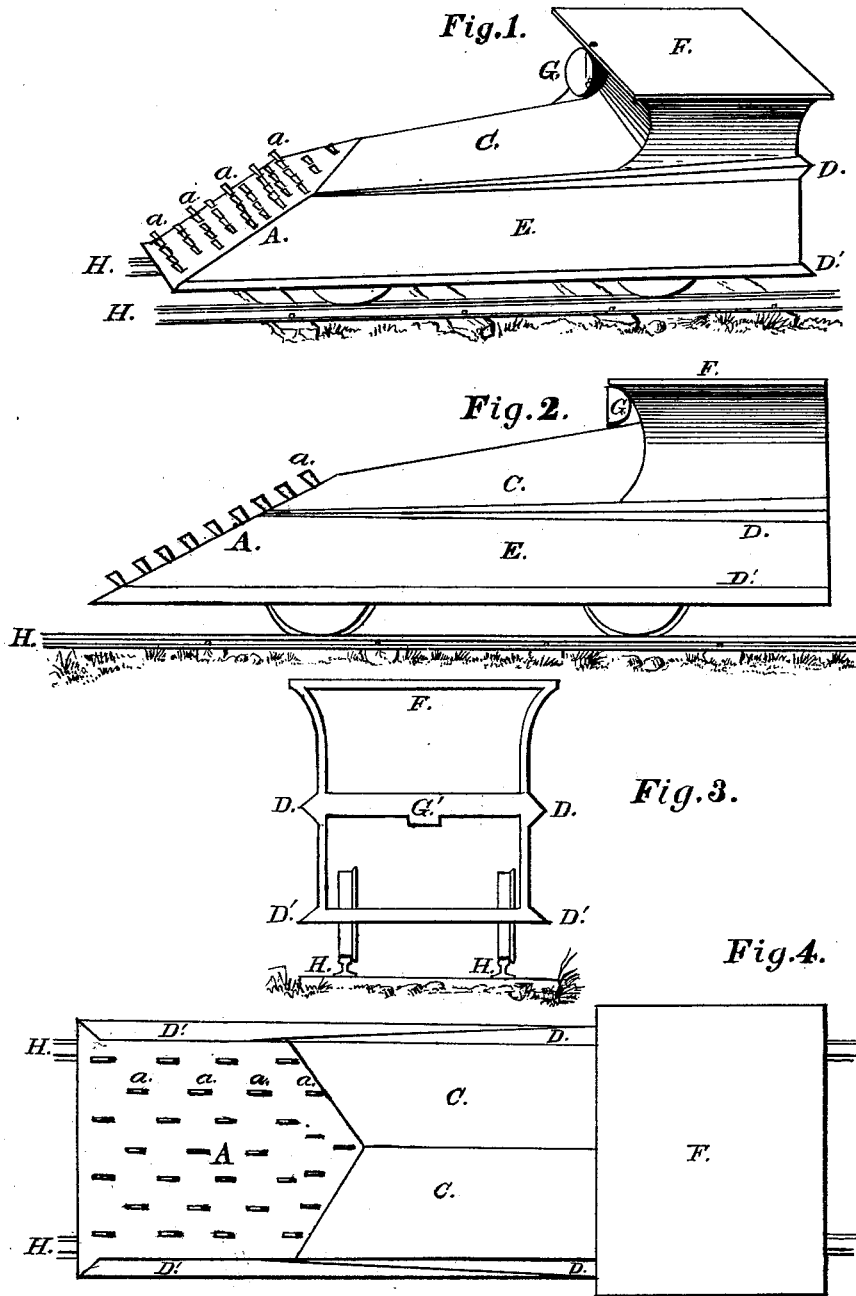


J. D. MANN.
SNOW-PLOW.

No. 188,158.

Patented March 6, 1877.



WITNESSES
Daniel Breed
Geo R Bartle

INVENTOR
James Dorr Mann
by *Louis Rogger & Co.*
ATTORNEYS.

UNITED STATES PATENT OFFICE

JAMES D. MANN, OF BATHURST, NEW BRUNSWICK, CANADA.

IMPROVEMENT IN SNOW-PLOWS.

Specification forming part of Letters Patent No. **188,158**, dated March 6, 1877; application filed September 18, 1876.

To all whom it may concern:

Be it known that I, JAMES D. MANN, of Bathurst, in the Province of New Brunswick and Dominion of Canada, have invented certain new and useful Improvements in Snow-Plows; and I do hereby declare that the following is a full, clear, and exact description thereof, 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, which form a part of this specification.

This invention consists in an improved construction of snow-plows, as hereinafter more fully explained.

In the drawings, Figure 1 is a perspective view. Fig. 2 is a side elevation. Fig. 3 is a rear elevation, and Fig. 4 is a top plan.

Similar letters of reference indicate corresponding parts in all the figures.

A is the share, which consists of a flat piece of board, heavily sheathed with iron, and set at a suitable incline to the bottom of the plow. *a* are knives or splitters, projecting from the base of the board A, so as to cut into and split the snow and ice as the plow is advanced. The sides E of the plow are parallel, and are provided with a double set of flanges on each side, (denoted by D and D'), the lower set, D', projecting outwardly from the sides E, alongside of their lower edge, while the upper set, D, occupy a slanting position, slanting from the top of the inclined board A to the rear end of the plow, as shown. The mold-board C reaches from the top of the share A to the upper part or platform of the plow, (denoted by F,) and has inclined sides reaching down to and abutting against the flanges D. G is a reflector, placed in the front part of the plow, under the platform, for the purpose of enabling the engineer on the locomotive, behind the plow, to see ahead of the latter. The sides E are preferably made of stout planks, heavily sheathed with boiler-plates or other metal, and braced by cross-beams G', as shown in the rear elevation, so as to afford sufficient resistance against the pressure of the drifts into which the plow is forced. H H denote the rails.

From the foregoing description the operation of my improved snow-plow will be readily understood. Plows of this character, as heretofore constructed, generally have a sharp or pointed share, which, when forced into the drifts, pushes the snow sidewise, instead of raising it, thereby only partially clearing the track; but it will be observed that I employ an inclined share, that presents a flat inclined surface toward the drifts of snow. This incline being armed with the snow-cutters *a*, it will cut up the mass of snow and ice, which will then readily slide up the incline and up the mold-board C, from where it slides down to the upper end of the inclined flanges D, and is thrown off over the track. The forcing of the plow into the snow will create a vacuum on each side, between the flanges D and D' and the sides E, which will assist in drawing the snow from off the mold-board, and throw it some distance on each side of the track.

The advantage of this construction is, that the snow is lifted to the top of the mold-board before being thrown off, and also that the plow is prevented from binding in the snow, on account of its sides E being parallel to each other, and provided with the clearing-flanges D. The hollow inside of the plow furnishes space sufficient for greasers, and has, besides, a loading capacity of from thirty to forty tons.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

The improved snow-plow herein described, consisting of the flat and inclined share A, having cutters *a*, parallel sides E E, mold-board C, and side flanges or clearers D D and D' D', the whole constructed and combined substantially as and for the purpose hereinbefore set forth.

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

JAMES DORR MANN.

Witnesses:

CHARLES BOSS,
CHARLES H. MANN.