

1990

Sargent Snowplows [Manufactured by Union Iron Works, Inc., Bangor, Maine, U.S.A]

Union Iron Works, Inc.

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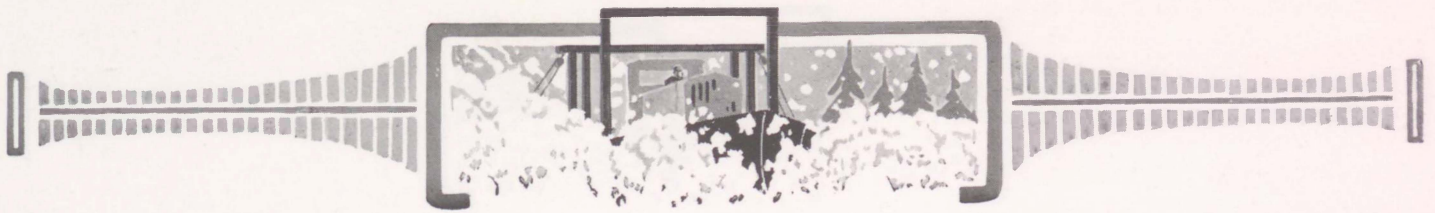
625
763
S245s

SARGENT SNOWPLOWS

A detailed illustration of a vintage Sargent snowplow operating in a winter landscape. The plow is shown from a front-three-quarter view, pushing a large pile of snow. Two men are visible: one standing on the left side of the machine, and another in the driver's seat. The background features snow-covered hills, bare trees, and a small house with smoke rising from its chimney. The overall style is that of a mid-20th-century technical or promotional illustration.

UNION IRON WORKS Inc.
BANGOR, MAINE.

Bangor Public Library



Sargent Snow Plows

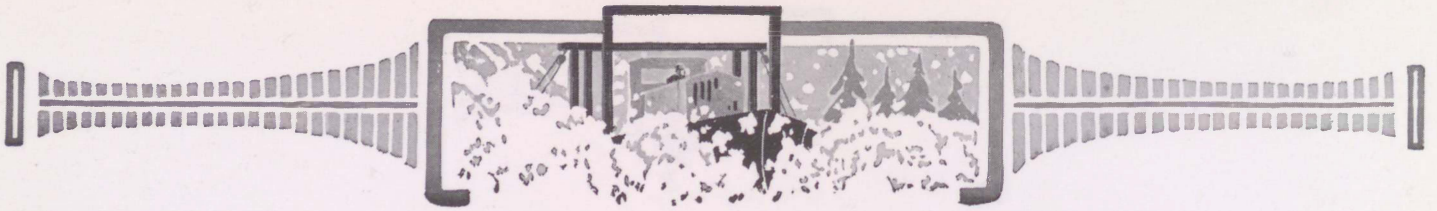


Manufactured By

Union Iron Works, Inc.

Bangor, Maine, U. S. A.





WARNING

These plows are covered by issued and pending patents.

Infringers will be liable to injunction and damages.

Union Iron Works, Inc.,

Bangor, Maine, U. S. A.





FACTS

TRAFFIC paralyzed—streets choked with wallowing trucks—street cars standing idle—country highways drifted high with unbroken snow—the wheels of industry almost motionless—the food supply of millions threatened—every winter all this happens when the big blizzards sweep across the northern sections of the country.

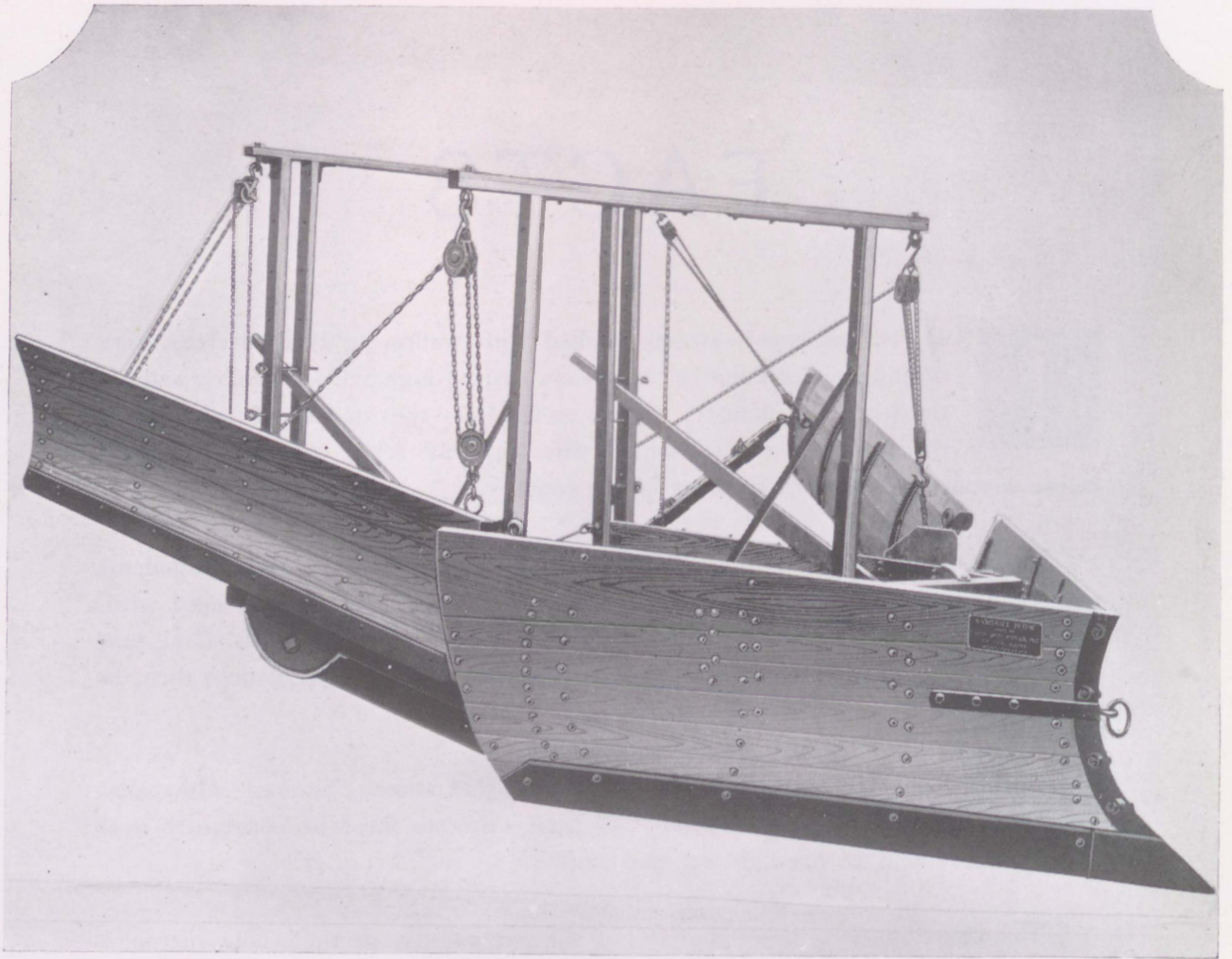
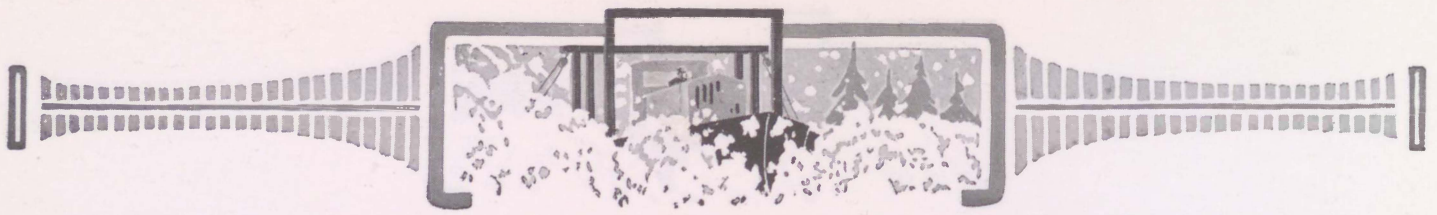
Business must continue without interruption. Freight and express shipments must get to the railroads; mail, express and freight deliveries must proceed without delays to manufacturing concerns, business houses and individuals. Coal, food and other supplies must be transported. Physicians' cars and ambulances must be able to promptly reach the sick or injured.

Fire is a constant danger to the community, and streets blocked with snow constitute a tremendous and constant fire peril. Streets must be constantly open for the movement of fire-fighting apparatus.

The whole business life of the city, of the community, of the whole surrounding country is directly dependent upon free and uninterrupted traffic over streets and public highways no matter how severe the snowfall or how bad the weather.

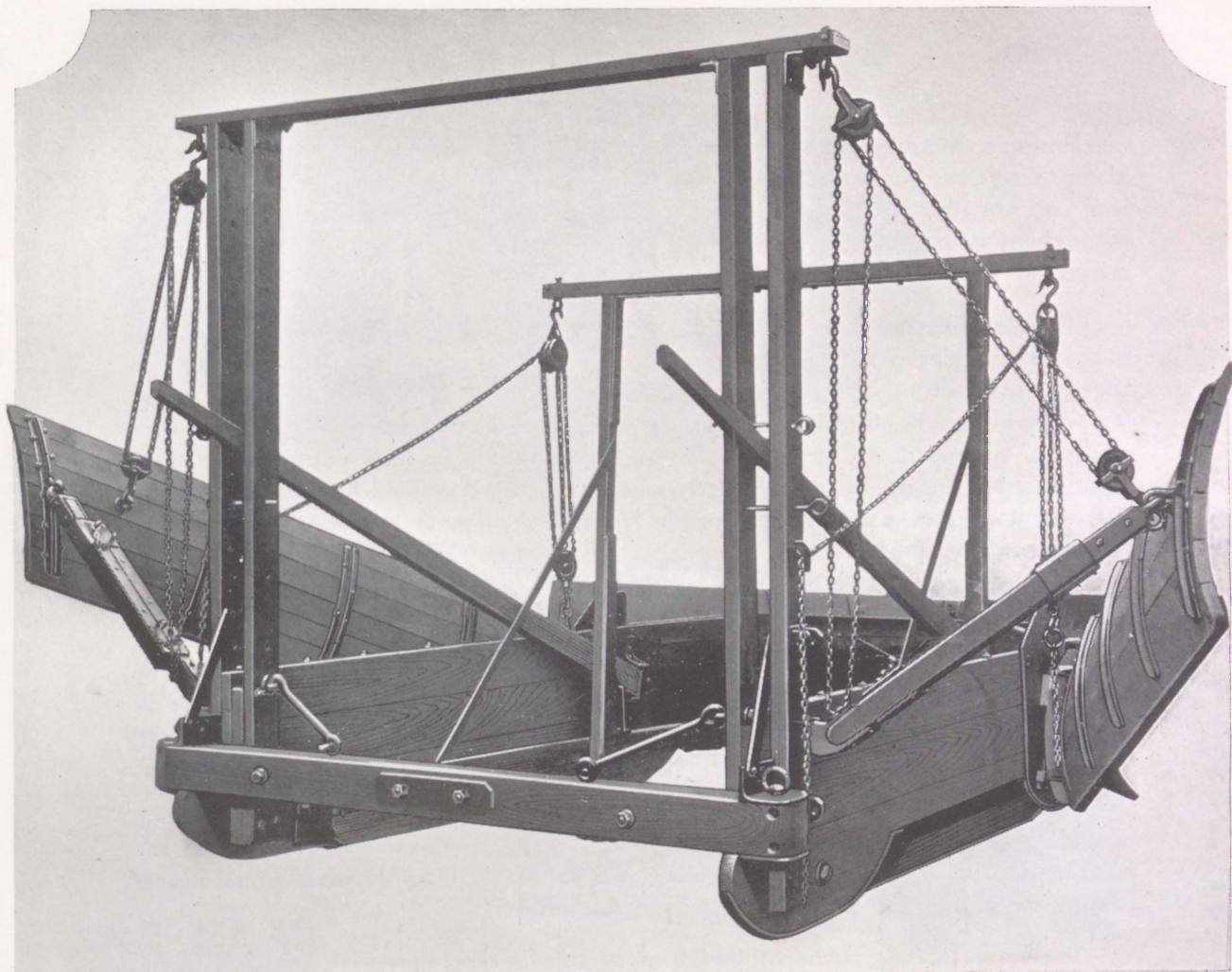
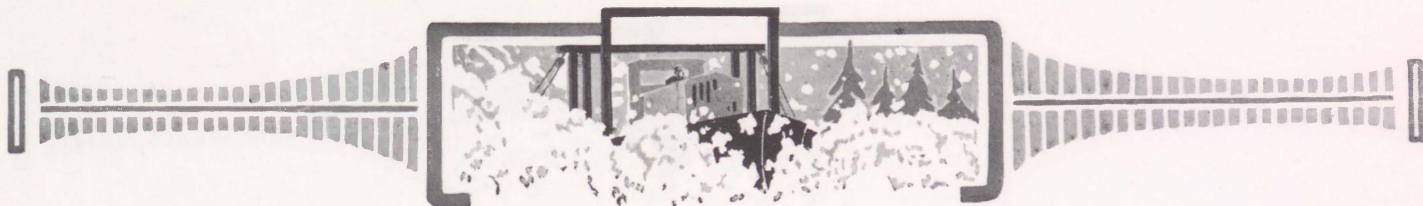
The public has come to realize just what these snow blockades are costing in loss of business as well as inconvenience and throughout the Northern States, there is a fast increasing demand for proper snow fighting equipment.

Sargent plows solve the question.



Made in Three Sizes 2-5-10 Tons

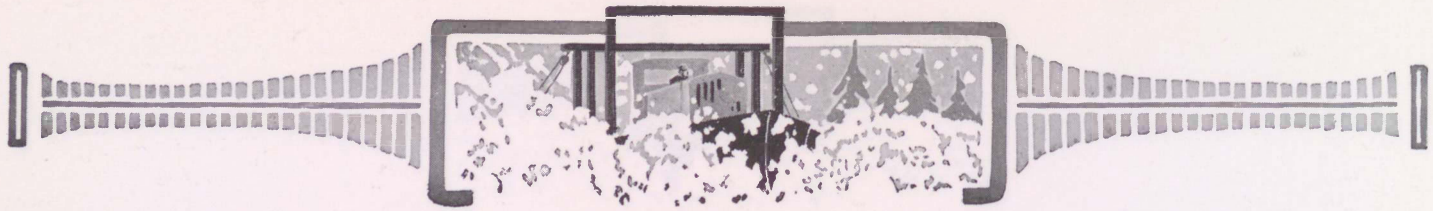




Made in Three Sizes 2-5 and Ten Tons

Dimensions of Plows	10 ton	5 ton	2 ton
Length of plow over all.....	23 ft.	18 ft.	13 ft.
Height of nose	51 in.	38 in.	24 in.
Width of plow, wings closed.....	13 ft.	9 ft.	7 ft.
Width of plow, wings opened.....	28 ft.	20 ft.	17 ft.
Height of wings	32 in.	27 in.	22 in.
Cutting edge	$\frac{3}{4}$ x 8 in.	$\frac{1}{2}$ x8 in.	$\frac{3}{8}$ x4 in.
Draw bar	8x10 in.	6x8 in.	4x6 in.
Total weight, (approximately).....	6500 lbs.	3500 lbs.	1200 lbs.





Sargent tractor plows are built to fit any type of caterpillar tractor. They are made of selected hardwood, reinforced where necessary by steel castings and angle iron and are thoroughly riveted and bolted together, the general construction throughout being sufficiently heavy to enable them to withstand the most severe usage.

The plow instead of being pulled behind the tractor, as has been commonly done in the past, is placed in front of it, and is moved by means of draw bars attached to the rear of tractor. Special chain connections prevent side play and permit backing when necessary, the side connections being sufficiently free to allow the tractor plenty of up and down motion within the plow which is thus permitted to slide along steadily and to leave a perfectly smooth road. It should be borne in mind that the plow removes the snow from in front of the tractor and thus provides perfect ground traction for it.

The plow consists of the "V" or nose, two wings, and the necessary runners to carry these parts and allow for the adjustment of the nose which through levers may be raised or lowered to leave on the road any depth of snow desired. The wings are used to widen path opened by the nose and can be spread from twelve to twenty-four feet. Both forward and rear ends should be raised in plowing deep drifts to carry the snow moved by the nose to the top of the banks.

The saucer-shaped runner which is installed in the nose of the plow should be brought into use when plowing in deep or drifted snow. This runner prevents the nose from digging down to the pavement and should be lowered when found necessary from one to two inches below the cutting edges.

The forward ends of the wings are adjustable on the Five and Ten Ton plows and should be raised in plowing under extreme conditions. Lifting devices on the forward standards are provided for this purpose.

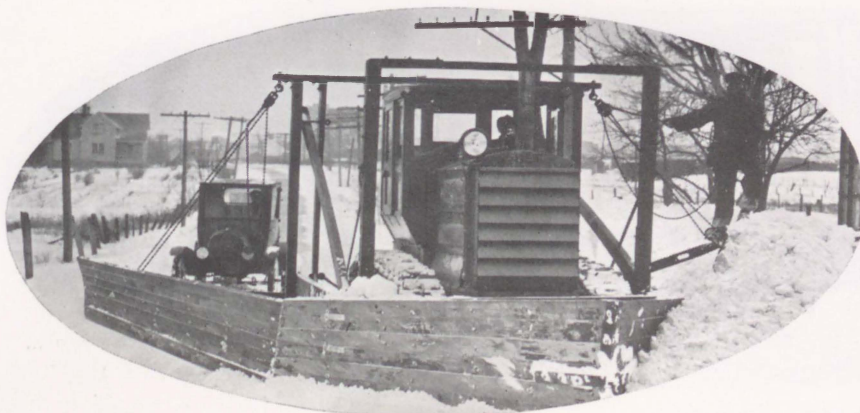
Both nose and wings are concaved so that the snow is rolled, not pushed, to the side of the road.

The plows are easily controlled and will make a complete revolution in practically their own length.

Manufactured by Union Iron Works, Inc.

Bangor, Maine, U. S. A.





Sargent Ten Ton Plow owned by
The Kohler Co., Kohler, Wis.

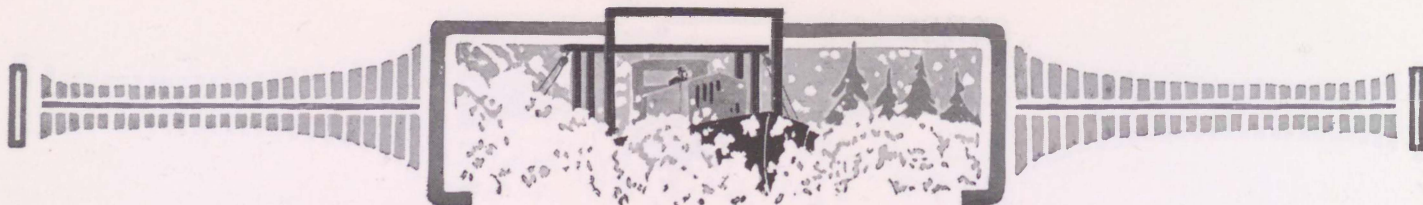


Johnston, N. Y. with
a Five Ton. They
know how to use it.

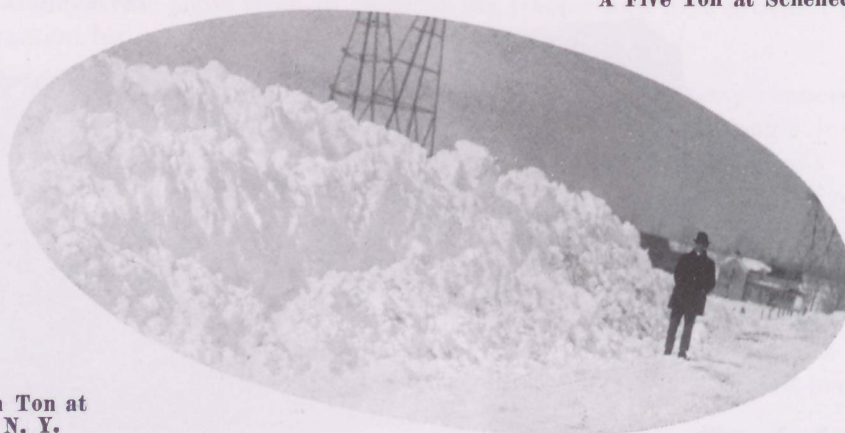


A Ten Ton at Albany County, N. Y.

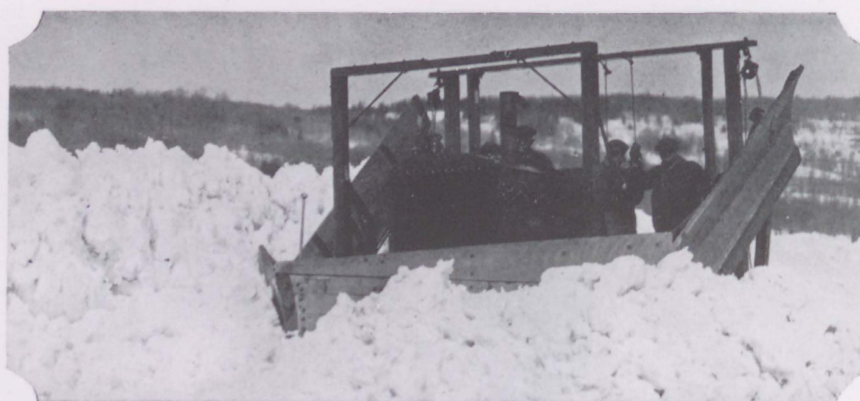




A Five Ton at Schenectady, N. Y.

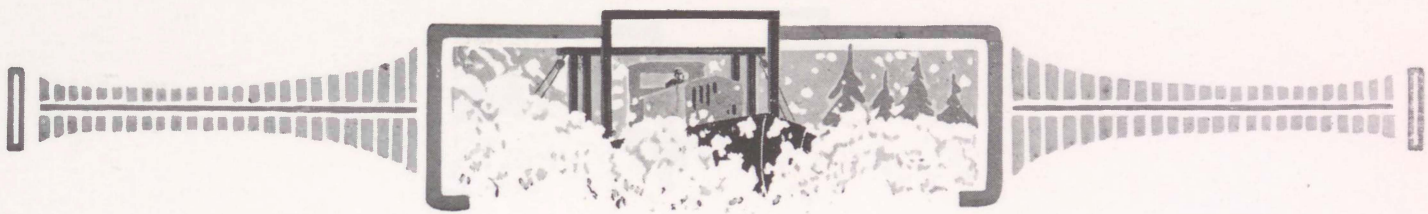


Work done with a Ten Ton at
Saratoga Springs, N. Y.



Gloversville, N. Y. They know how to plow snow and have lots of it to
handle with their Ten Ton.





Schenectady County, four Five Tons and
two Ten Tons.

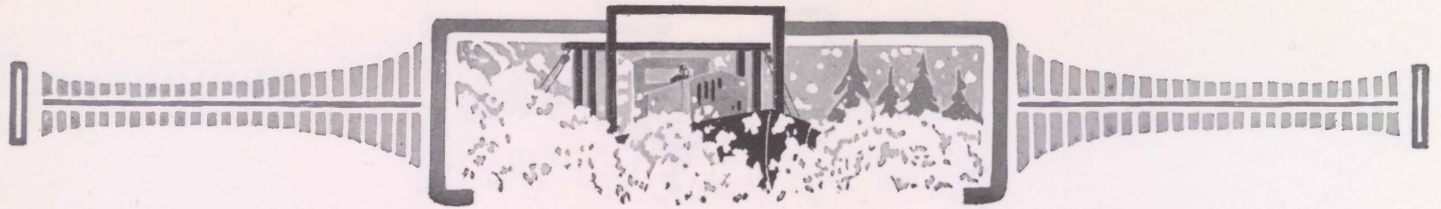


Lockport, Niagara County, N. Y.
with Sargent Ten Ton.



Johnstown, N. Y., was ready.





Warrensburg, N. Y. They are good snow fighters.



Warren County, N. Y. They were prepared.



Saratoga Springs plowed with a Ten Ton.





North Creek, N. Y. with a Five Ton.

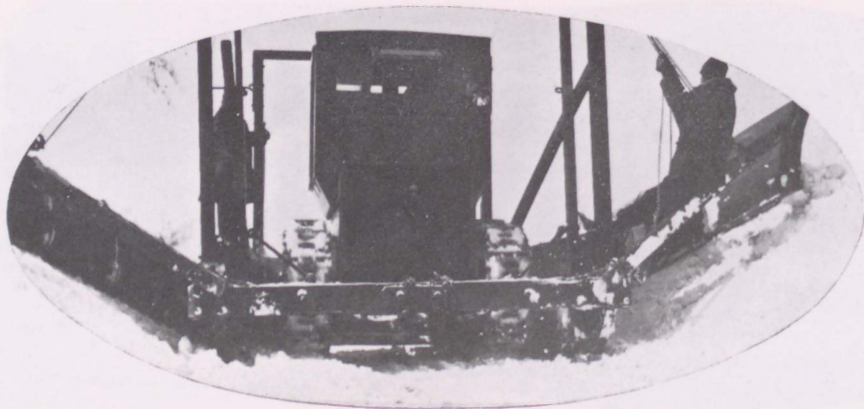
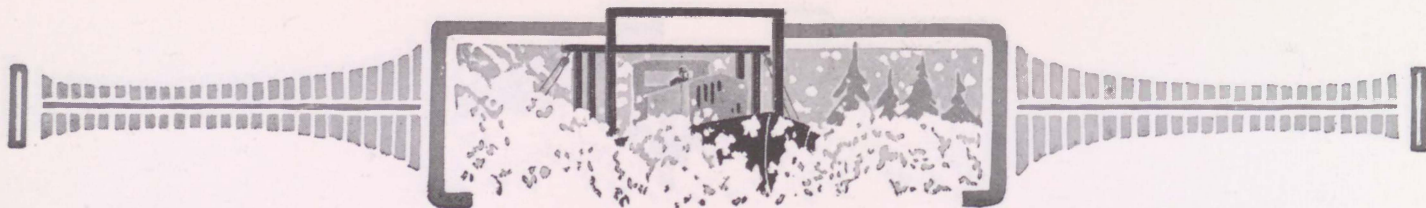


Saratoga Springs, N. Y.,
plowed with a Ten Ton.



Lockport, Niagara County, N. Y.





Operating in Milwaukee County, Wisconsin.

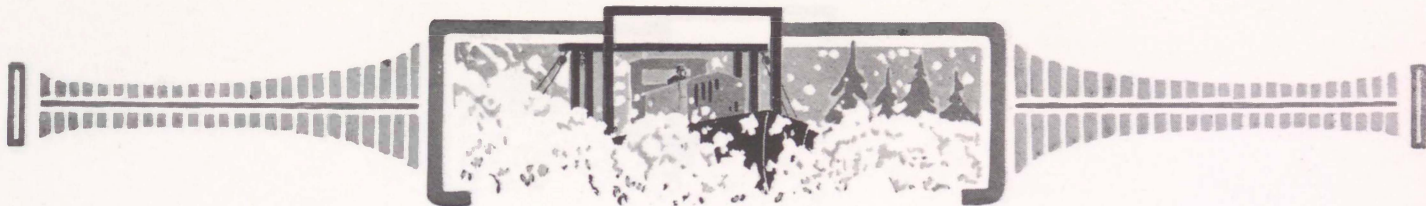


Chili, N. Y. using a Ten Ton.

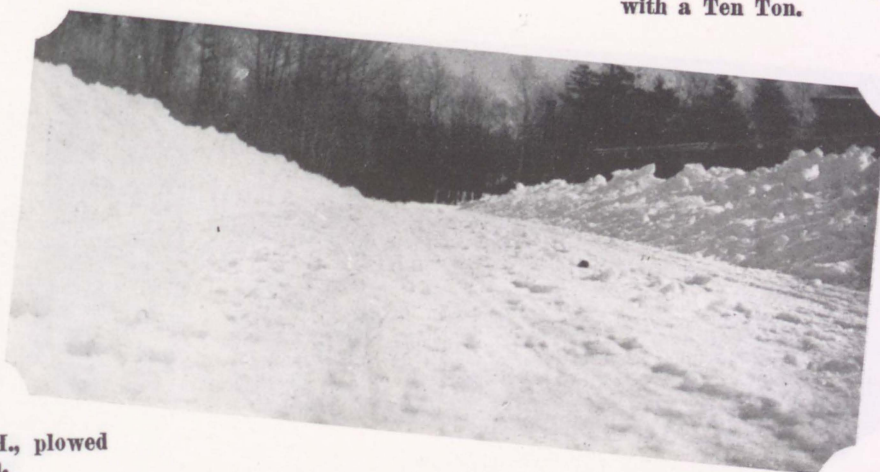


Conditions of road after plowing in New Hampshire.

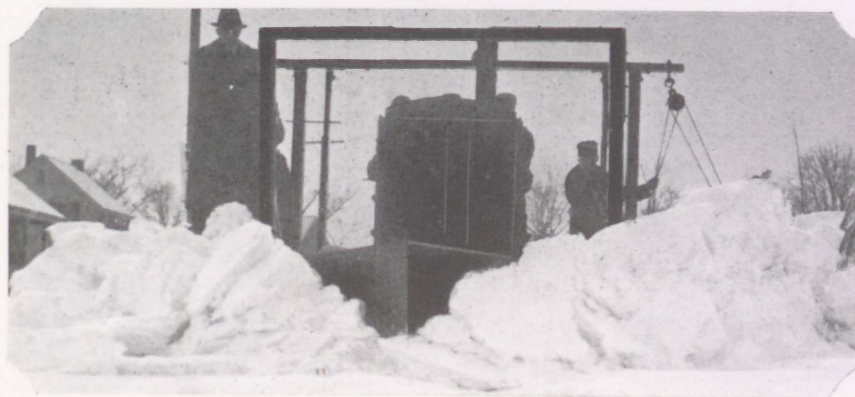




Nashua, N. H. A twelve foot drift plowed with a Ten Ton.

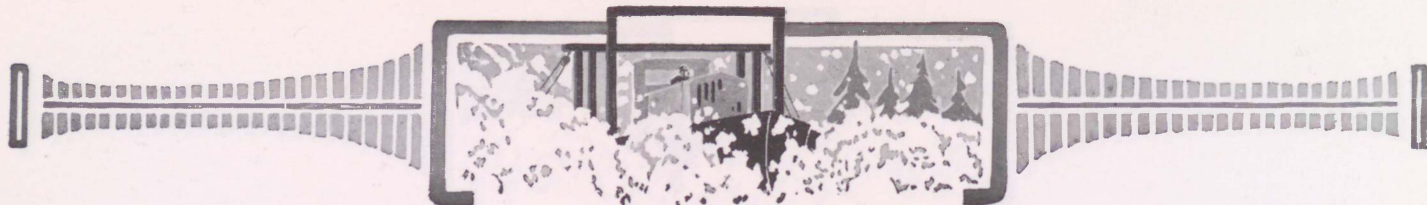


On State road, Rye, N. H., plowed with a Five Ton.



Manchester, N. H. with their Ten Ton. They know the game.





Rye, N. H. plowing with a Five Ton

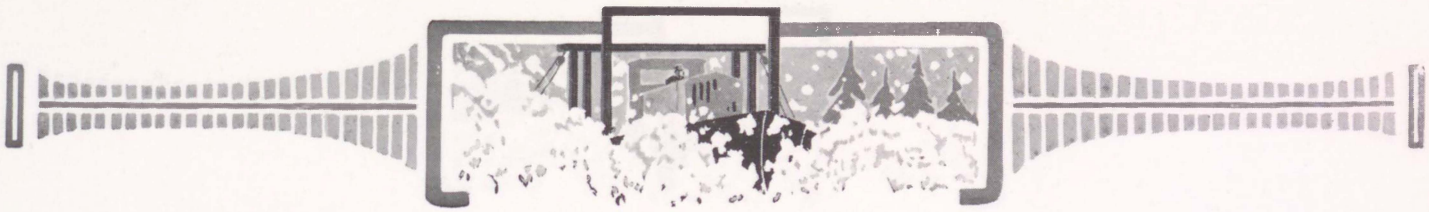


Snow piled ten feet high,
Manchester, N. H. With
a Ten Ton



Saratoga Springs, N. Y., plowed with a Ten Ton.





At work in Rye, N. H., with a Five Ton.

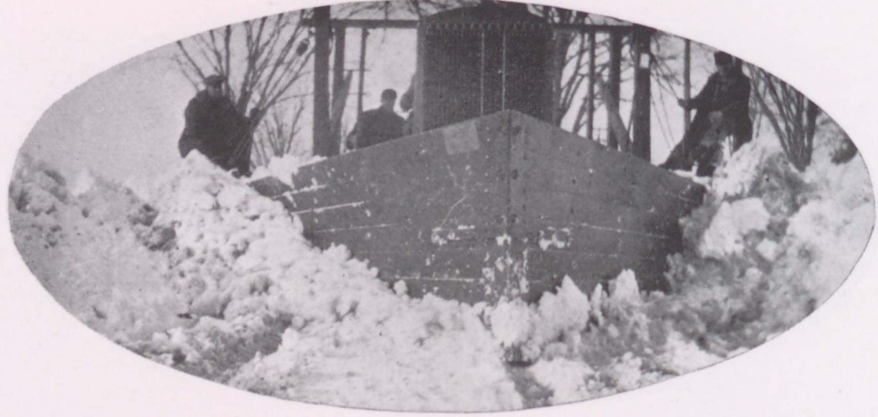
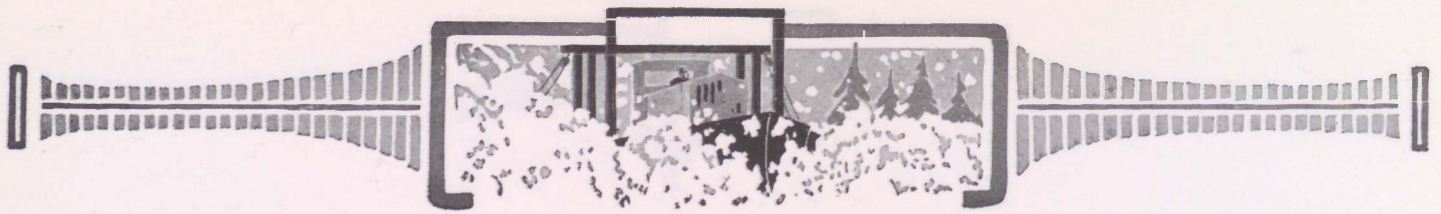


A Five Ton working on New Hampshire State road.



Concord, Mass., with their Ten Ton.





Manchester, N. H., taken in a rain storm.

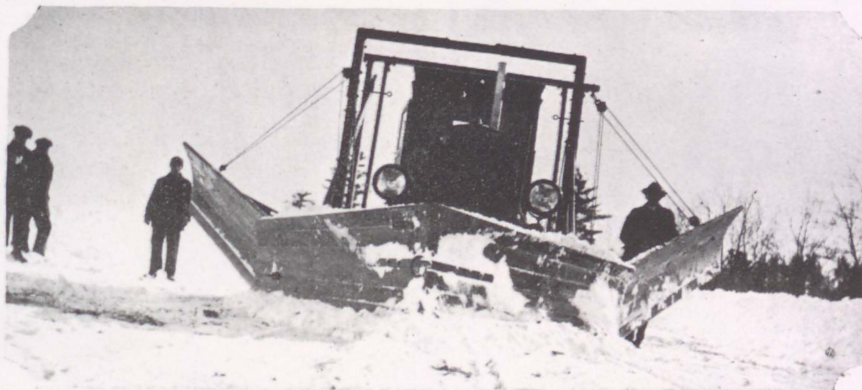
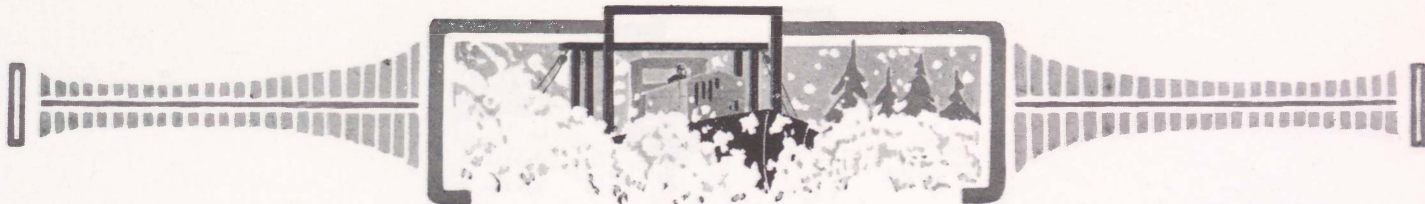


Manchester, N. H., plowing out sides of car lines.



After plowing State road, Manchester, N. H.





Franklin, N. H., with their Five
Ton Sargent Plow.

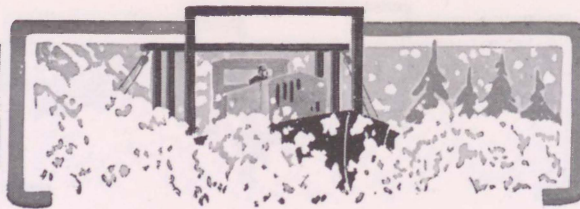


State road, N. H., with a Five Ton.



Manchester, N. H. Plowing out the city.



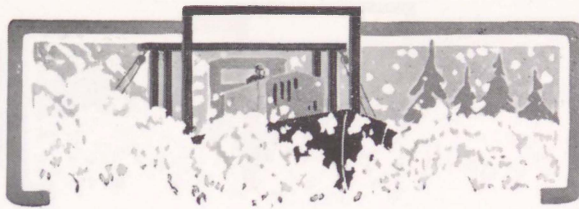


BEFORE

To build highways in the summer time and to sit in warm offices in the winter planning additional highway construction for the next season while roads already built are being neglected is absolute folly.

The requirements of the day make it essential that trucking go on throughout the year. This means that it will go on, and it is up to the Highway Departments to keep the roads open in the interests of economical transportation and preservation of road surface.



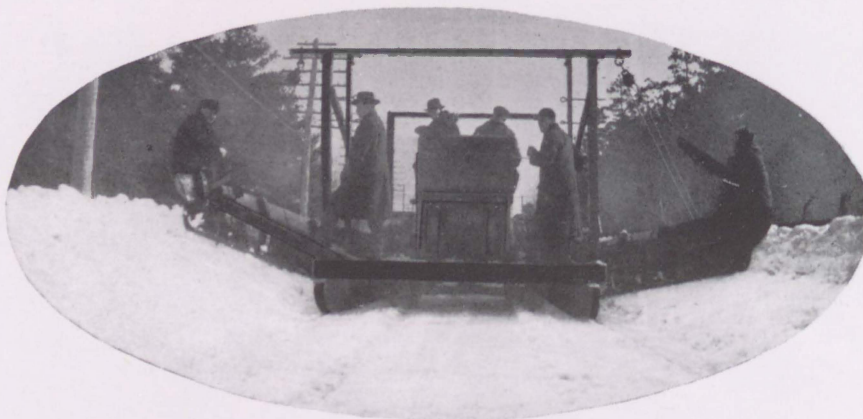
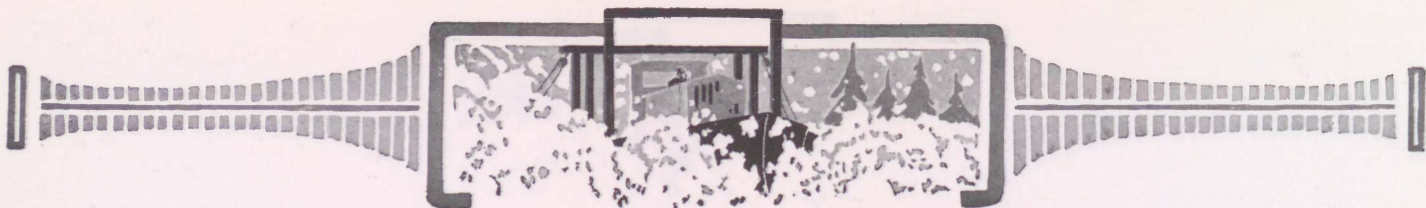


AFTER

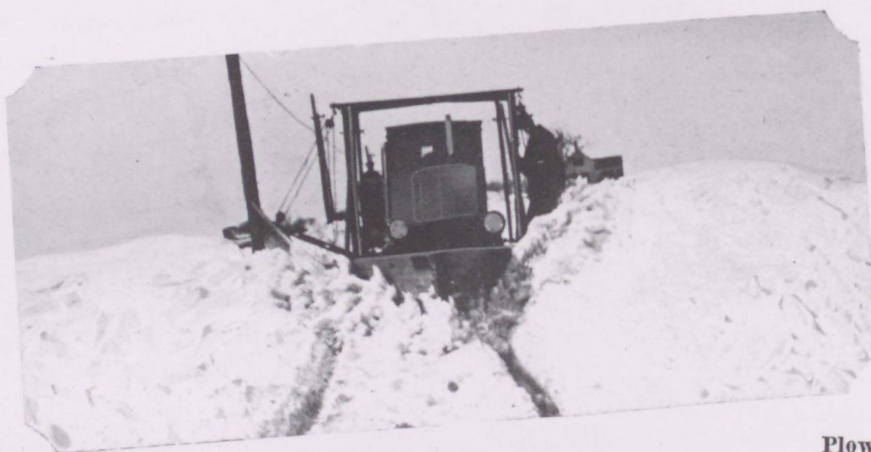
The business interests of the community require open roads in the country as well as in the city, and an adequate snow fighting organization is indispensable in carrying on this highly important work.

Bus and truck lines operating on suburban routes are as much a necessity and convenience as railroads themselves. Residents of suburban towns, farmers, and all classes of people having business interests outside of the city, very properly expect to use their automobiles or trucks throughout the winter.

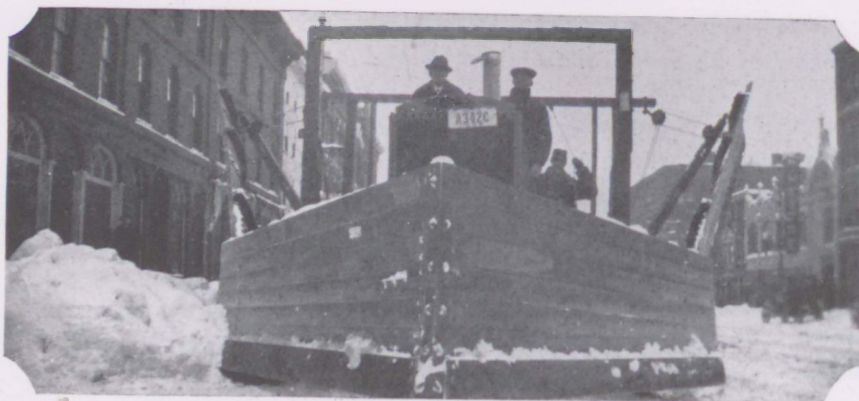




Condition of road after plowing in Manchester.

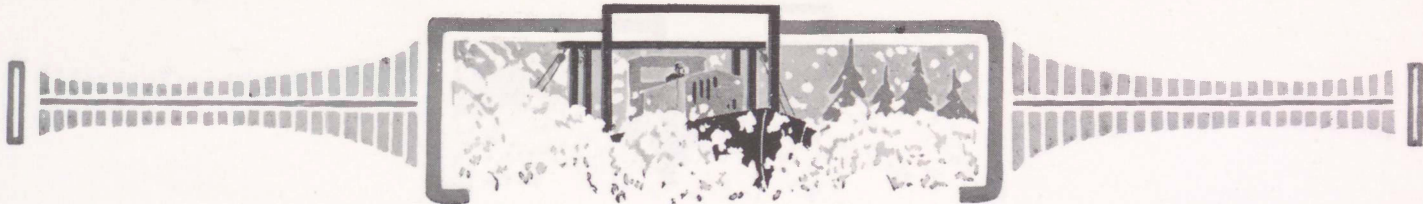


Plowing out State road, N. H.



City of Manchester, N. H., with a Ten Ton.





On New Hampshire State road.

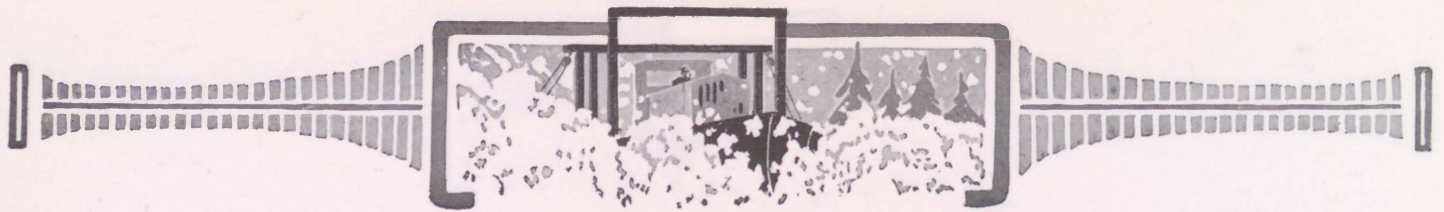


Rye, N. H., using a Five Ton Sargent.



Franklin, N. H. A field plowed with Five Ton.





A Five Ton in New Hampshire.

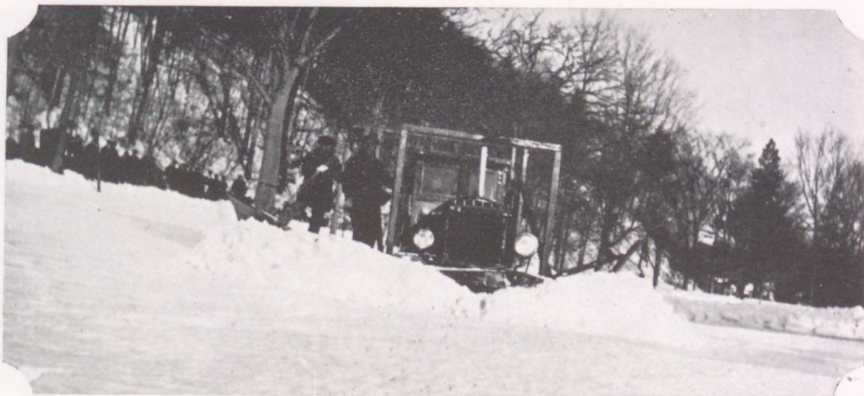
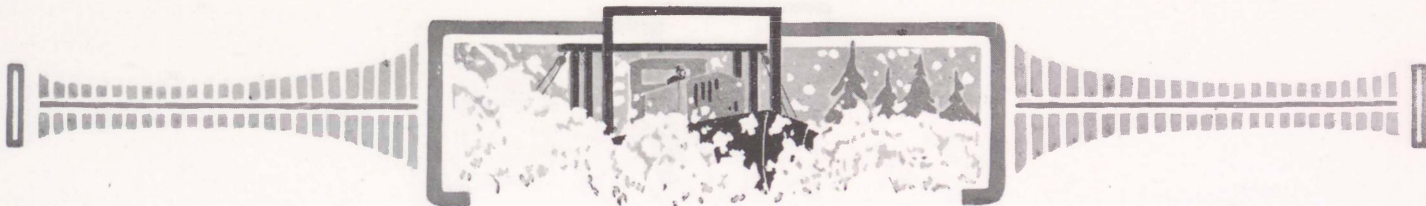


City of Portland, Maine,
has two Ten Tons.



A Sargent Five Ton, Franklin, N. H.

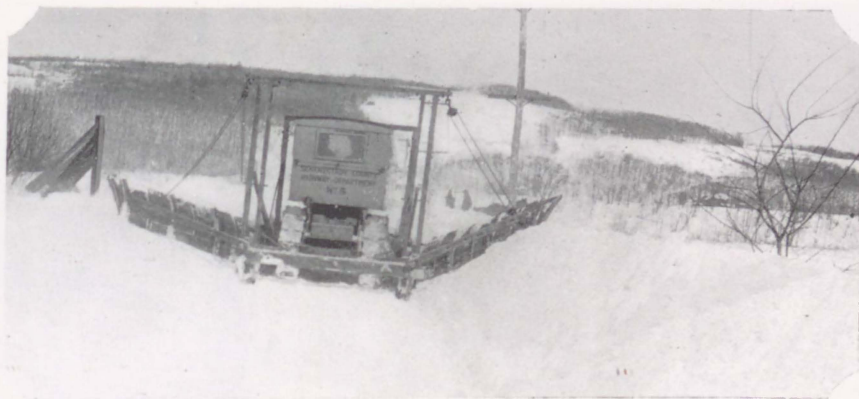




A heavy snowfall in New Hampshire.

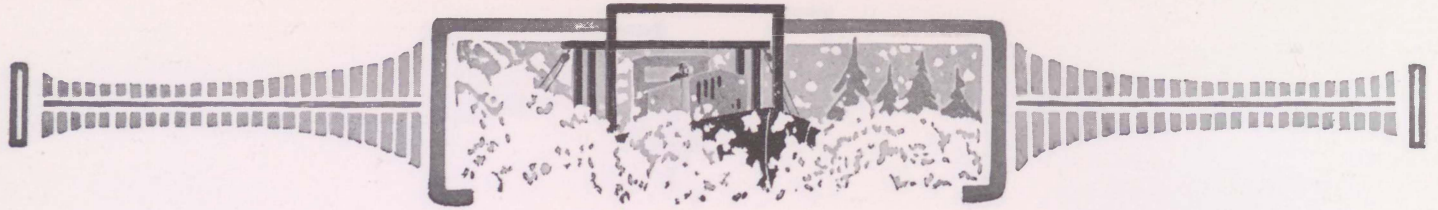


Plowing out Rye, N. H.



Schenectady, N. Y., with their Five Ton.





Plowing the City of Brunswick, Maine,
with a Five Ton.

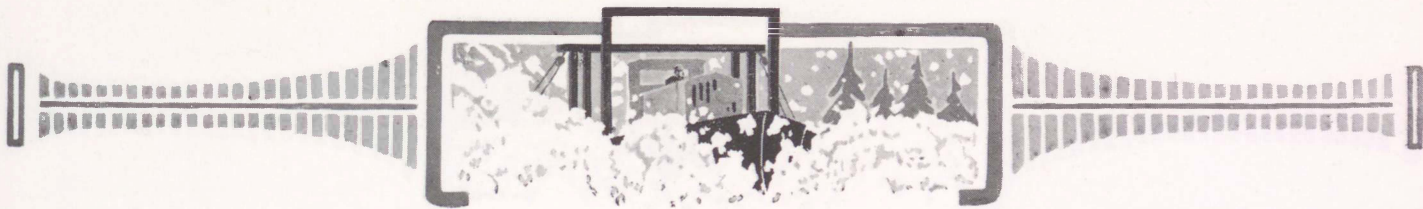


Plowing with one wing, State
road, New Hampshire.



In Greenville, Maine.

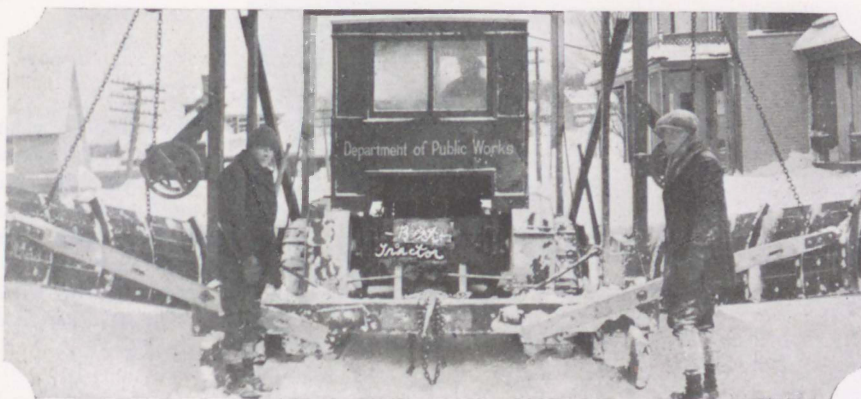




Portland, Maine

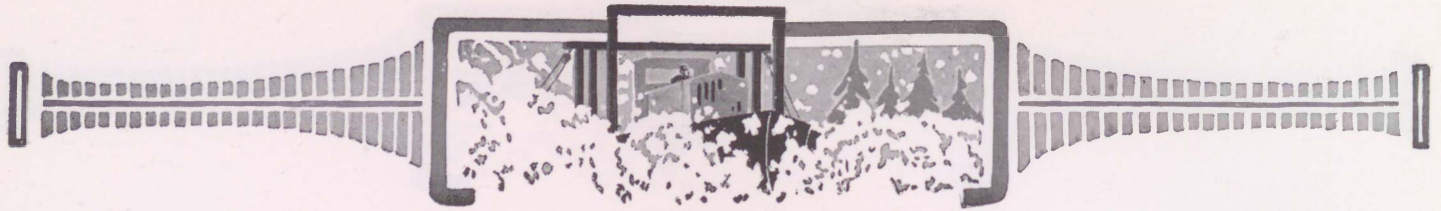


Portland, Maine

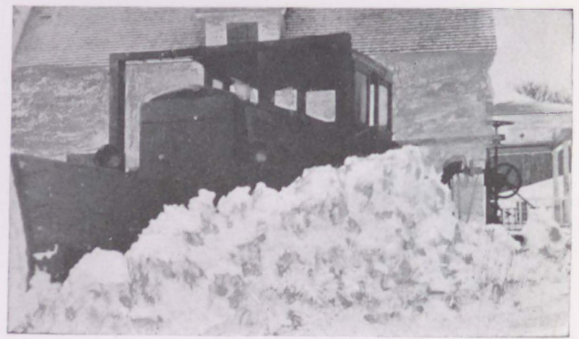


Work done with Sargent Ten, Greenville, Maine.



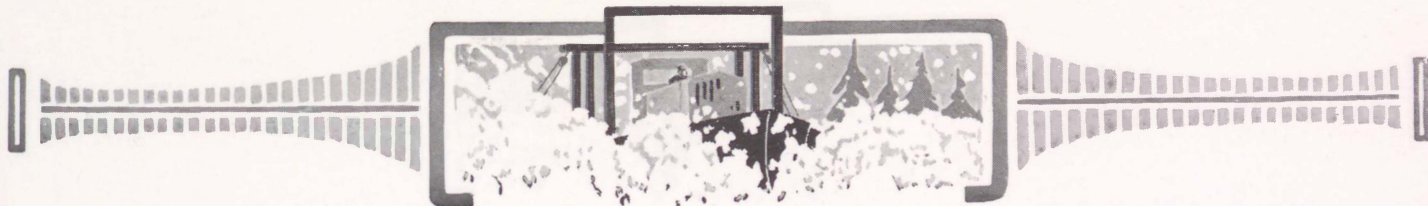


When one won't do it two will.



The Great Northern Paper Co. operate six Ten Ton Sargent plows and one Five. They keep open 180 miles of roads in the wilderness of the Maine woods.





Portland, Maine, with a Ten Ton.

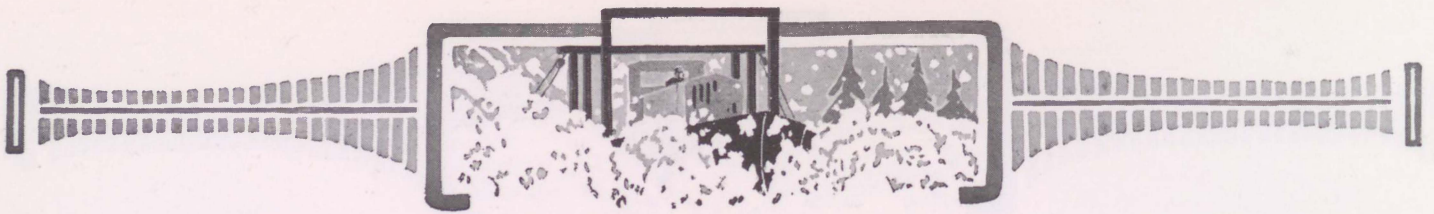


East Millinocket, Maine, with a Five Ton.



Work done with Sargent Ten, Greenville, Maine.





State road, Wisconsin.

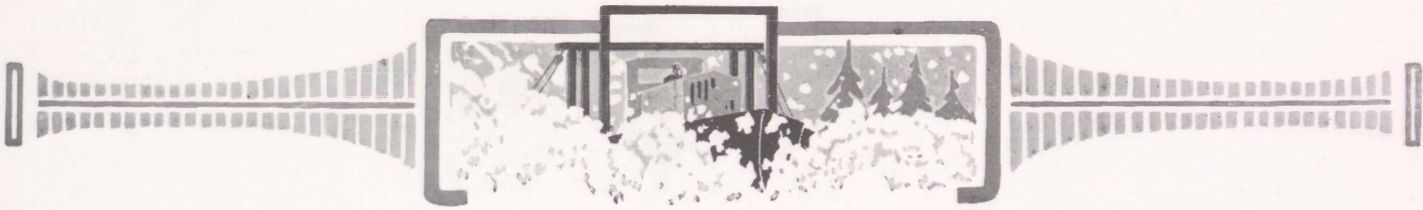


State road, Wisconsin.



On State road in Wisconsin.





On State road outside of city of
Milwaukee, Wisconsin.

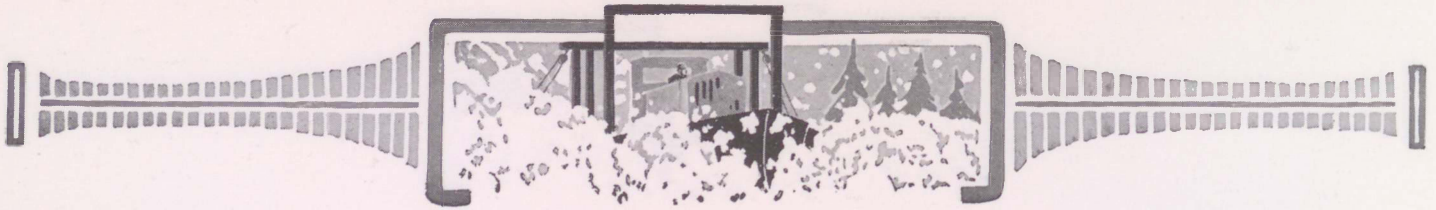


On State road, Wisconsin, with a Ten Ton.



On a State road in Wisconsin with a Ten Ton.

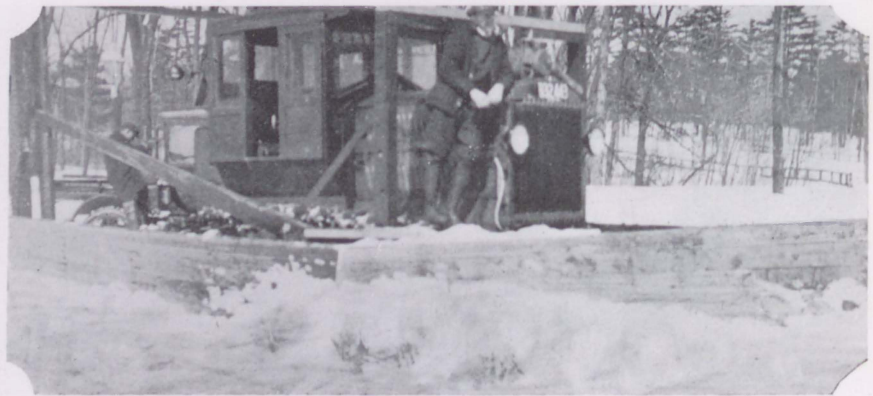




On State road in Milwaukee County, Wis.,
with a Ten Ton.

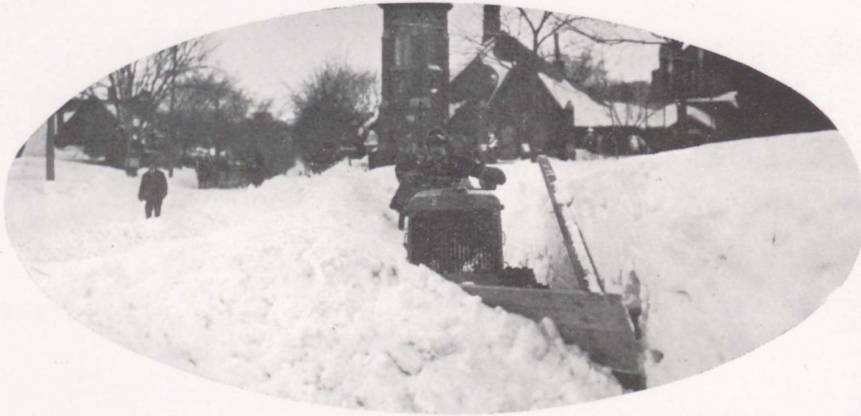
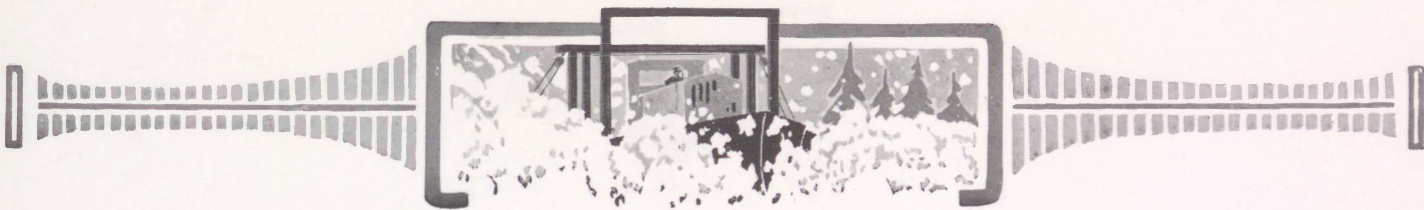


Brookline, Mass. They believe in
preparedness.



Brookline, Mass., using a Sargent Ten Ton.





Plowing sidewalks in Montreal, Canada.

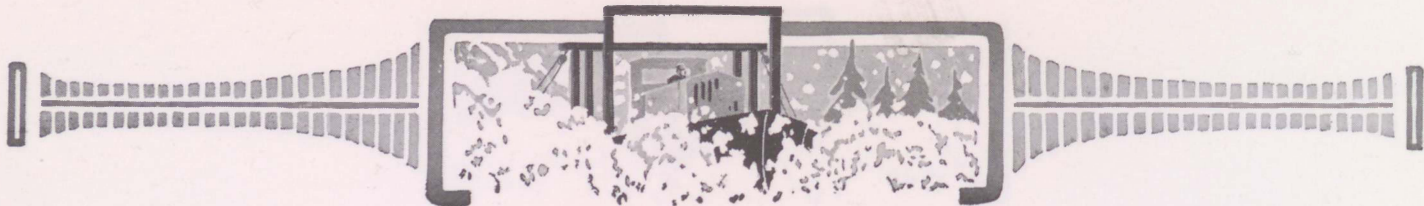


Sargent Plows open the roads.



A New Hampshire drift plowed with a Sargent Ten Ton.





SOME OF THE USERS OF SARGENT PLOWS

Portland, Me.	Mt. Desert, Me.
Pittsfield, Mass.	Bar Harbor, Me.
Hackensack, N. J.	Hyde Park, N. Y.
Great Northern Paper Co., Bangor, Me.	Saranac Lake, N. Y.
Brookline, Mass.	Brattleboro, Vt.
Winthrop, Me.	Glen Falls, N. Y.
Yarmouth, Me.	Copake Falls, N. Y.
Concord, Mass.	Spencer, Mass.
Rockwood, Me.	Albany, N. Y.
Beverly, Mass.	Ausable Forks, N. Y.
Manchester, N. H.	Warrensburg, N. Y.
Nashua, N. H.	Peoria, Ill.
Cambridge, Mass. (Highway Depart.)	Iron Mountain, Mich.
Lenox, Mass.	Franklin, N. H.
Duanesburg, N. Y.	Sweden
Tannersville, N. Y.	Buffalo, N. Y.
Duluth, Minn.	New Lebanon, N. Y.
Reading, Mass.	Utica, N. Y.
Sheboygan, Wis.	Poughkeepsie, N. Y.
Greenfield, Mass.	St. Francis, Me.
Wausau, Wis.	Boston, Mass.
Penfield, N. Y.	Auburn, Mass.
Schenectady, N. Y.	Riverside, N. Y.
Albany, N. Y.	Kingston, N. Y.
Chili-Scootsville, N. Y.	North Creek, N. Y.
Fitchburg, Mass.	Portsmouth, N. H.
Clarence Ctr., N. Y.	Andover, Mass.
Fonda, N. Y.	Methuen, Mass.
Glen Falls, N. Y.	Leominster, Mass.
Little Valley, N. Y.	Lynn, Mass.
Gloversville, N. Y.	Uxbridge, Mass.
Lockport, N. Y.	Cohasset, Mass.
Montreal, P. Q.	Melrose, Mass.
West Chasey, N. Y.	Rye, N. H.
Redwood, N. Y.	Exeter, N. H.
Plattsburg, N. Y.	Northampton, Mass.
Johnstown, N. Y.	Wakefield, Mass.
West Allis, Wis.	York, Me.
Port Jervis, N. Y.	North Hampton, N. H.
Middletown, N. Y.	Cleveland, Ohio.
Fairport, N. Y.	Cambridge, Mass.
Portsmouth, N. H.	Worcester, Mass.
Tupper Lake, N. Y.	Hempstead, Long Island, N. Y.
Kohler, Wis.	Germantown, N. Y.
Southbridge Tractors Co.	Newport, R. I.
Bangor, Me.	Herkimer, N. Y.
Cambridge, Mass.	Harrison, N. Y.



