

(No Model.)

F. L. TRIPP.
Attachment for Street Cars.

No. 235,180.

Patented Dec. 7, 1880.

Fig. 1.

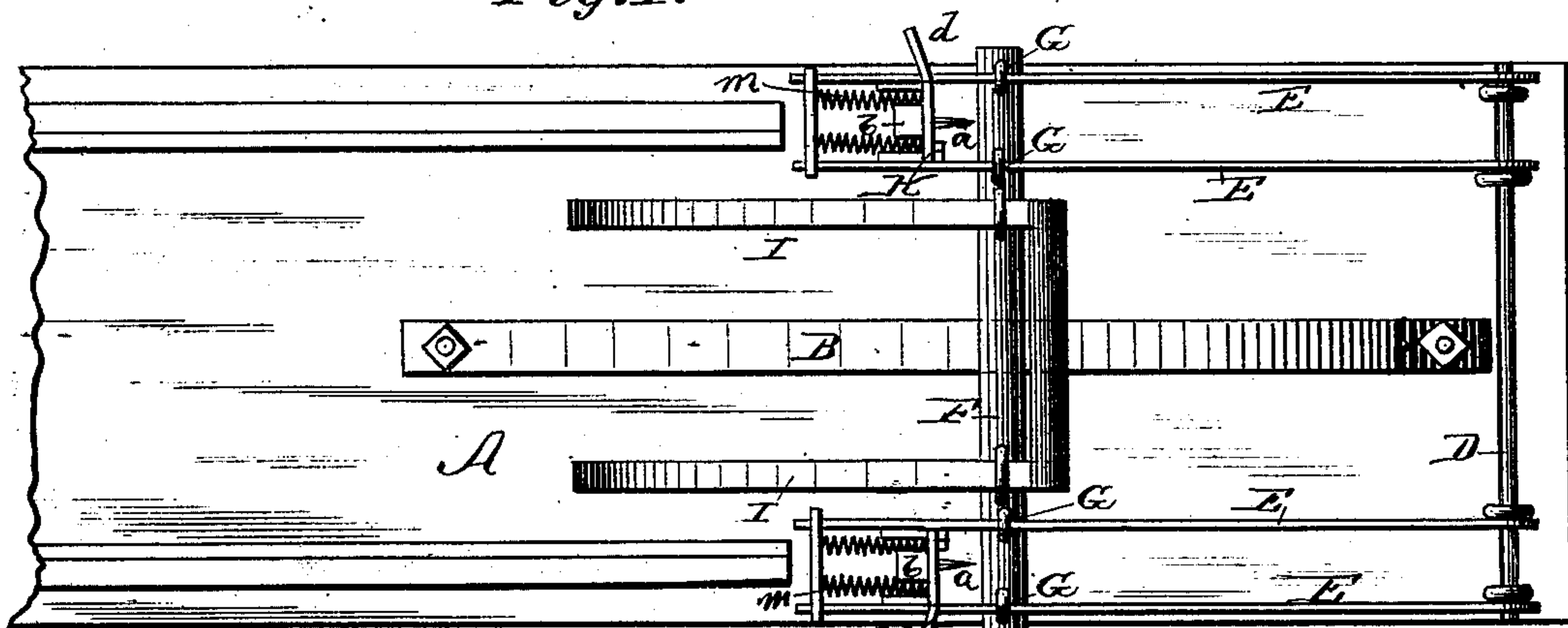


Fig. 2.

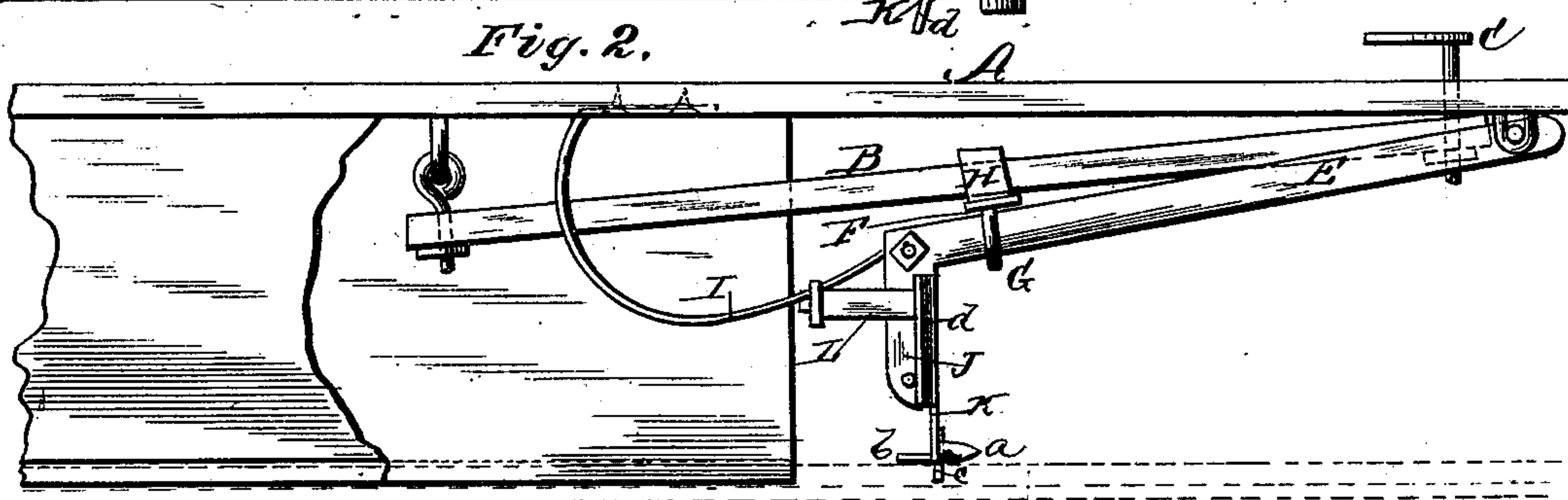


Fig. 3.

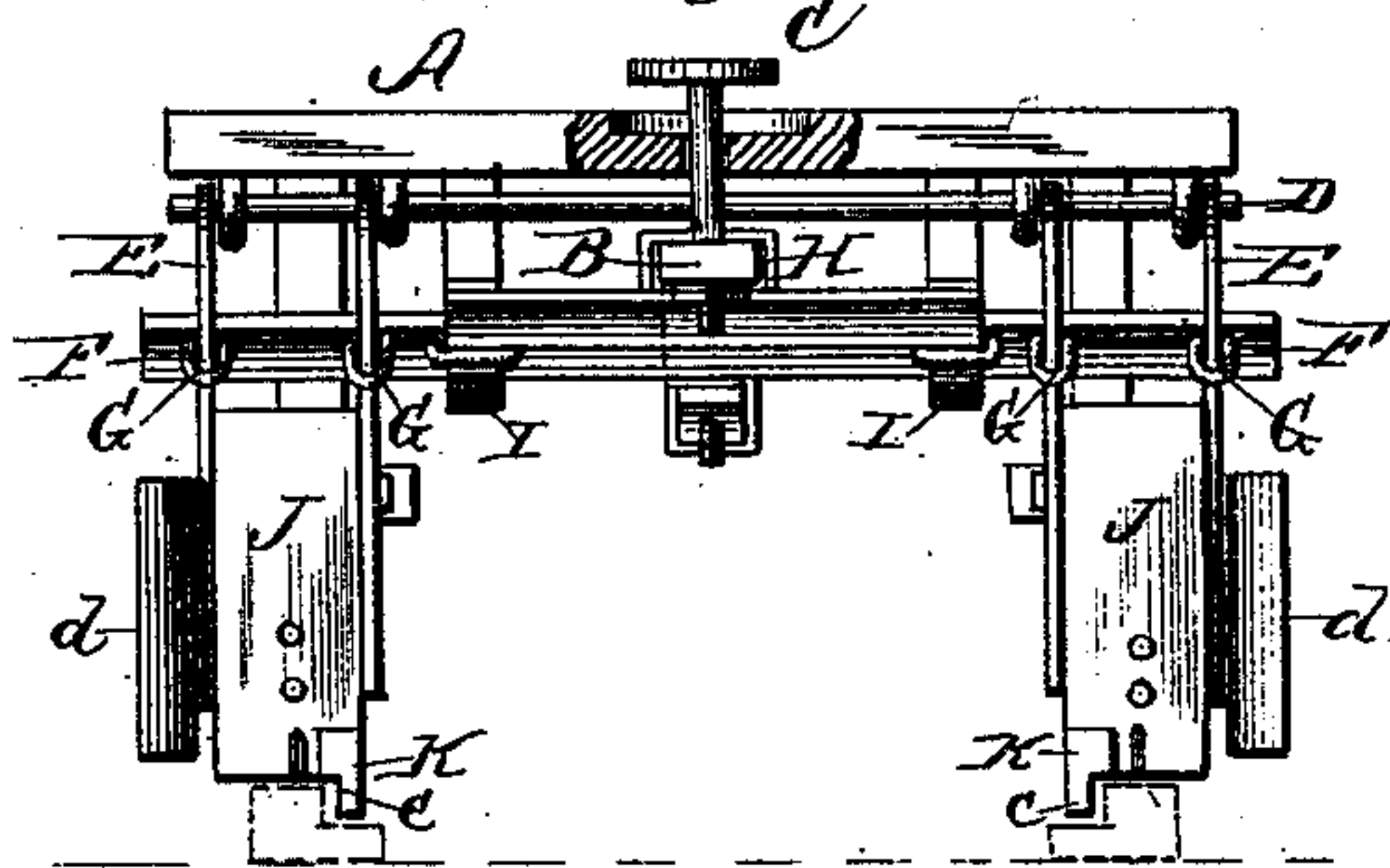
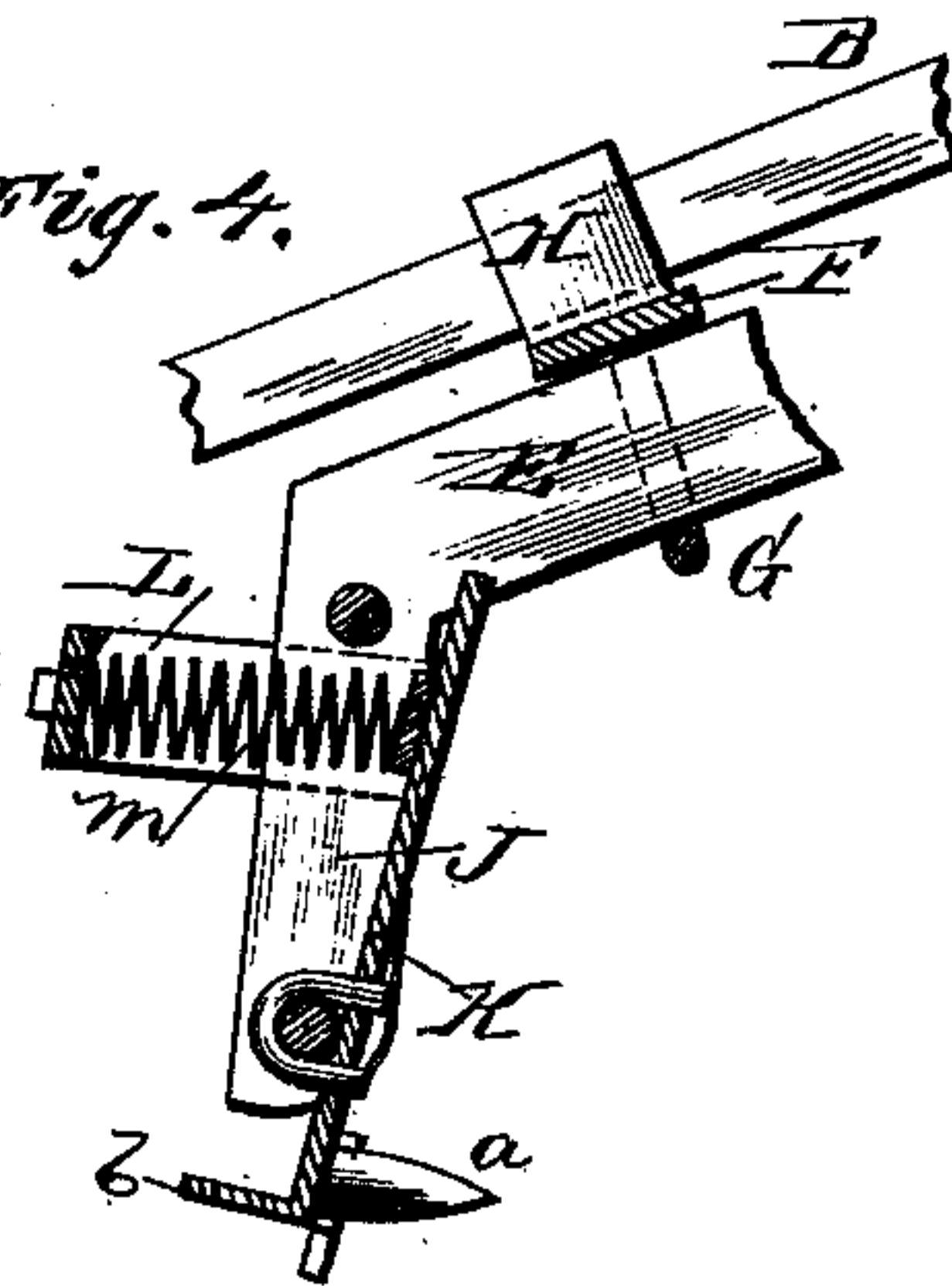


Fig. 4.



Witnesses:

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UNITED STATES PATENT OFFICE.

FREEMAN L. TRIPP, OF EAU CLAIRE, WISCONSIN.

ATTACHMENT FOR STREET-CARS.

SPECIFICATION forming part of Letters Patent No. 235,180, dated December 7, 1880.

Application filed April 21, 1880. (No model.)

To all whom it may concern:

Be it known that I, FREEMAN L. TRIPP, of Eau Claire, in the county of Eau Claire and State of Wisconsin, have invented certain new and useful Improvements in Attachments for Street-Cars; 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 the letters of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in car-track cleaners; and it consists in the construction and arrangement of parts, as will be hereinafter more fully set forth.

In the annexed drawings, Figure 1 is a bottom view. Fig. 2 is a side elevation. Fig. 3 is an end view, and Fig. 4 a detail.

In the drawings, A indicates the platform of a street-car; B, the operating-rod pivoted to the under side of the platform; C, foot-lever attached to free end of rod B and projecting up above the level of the platform; D, rod secured to and extending crosswise of the forward end on the under side of the platform; E E, connecting-rods pivoted on the rod D; F, cross-bar; G, staples on the under side of cross-bar F, through which the connecting-rods E E pass, and which hold them in position; H, staple or upper side of cross-bar F, through which the rod B passes; I, springs secured to under side of platform, their free ends passing through staples on the under side of cross-bar F, and connected together as shown; J, standards attached to the connecting-rods E E; K, scrapers pivoted at their lower ends to the standards J; L, frames attached to the standards J; M, coiled springs attached to the cross-bars of the frames L and to the rear of the scraper K; *a*, projection on scraper to ride upon the rail and prevent the scraper from catching. *b* is a heel-slide attached to scraper; *c*, downward projection to fit the flange in the track; *d*, wing attached to scraper for throwing the snow, dirt, &c., away from the track.

The platform A may be of any ordinary or desired construction, through which projects

the foot-lever C. This lever C is secured to the free end of an operating-rod, B, which extends lengthwise of the under side of the platform and passes through a staple, H, on the bar F.

The connecting-rods E, to the free ends of which the scrapers are secured, are pivoted to a cross-rod, D, secured to the forward end of the platform. A cross-bar, F, having staples G, through which the rods E pass, holds the parts in proper position and receives the pressure from the rod B.

When in operation, the driver presses down the foot-lever C, attached to rod B, which presses said rod down upon the cross-bar F, and said cross-bar being secured to the rods E, carrying the scrapers, said scrapers are pressed down upon the track. The springs I are secured to the under side of the platform, and their free ends work in staples upon the under side of the cross-bar F, whereby, when the driver removes his foot from the lever C, they press upon the under side of the bar F and lift the scrapers from the track.

The scrapers are secured in a framing, L, attached to the standards J, which are secured to the rods E. Said scrapers are adjustable by means of the coiled springs M, which, while they give sufficient resistance, prevent any sudden jar from injuring the device.

The scrapers are provided with a projection, *a*, which causes it to ride upon the rail and prevent its catching, and with a heel-slide, *b*, and a downward projection, *c*, to fit the rabbet in the rail.

The wing *d* is for the purpose of throwing the snow, dirt, &c., away from the track.

By this arrangement it will be obvious that any street-car may be provided with the means of clearing its way through snow, &c., without the labor now attendant upon performing such work.

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

1. The scraper K, constructed as described, coiled springs M, and frames L, in combination with the connecting-rods E E, cross-bar F, springs I, rod B, and foot-lever C, substantially in the manner and for the purpose set forth.

2. In combination with a platform of a street-car, the operating-rod B, foot-lever C, cross-bar F, pivoted connecting-rods E, springs I, and scrapers K, having the projections *a c*,
5 heel-slide *b*, and wings *d*, constructed substantially as and for the purpose set forth.

In testimony that I claim the foregoing as

my own I have hereto affixed my signature in presence of two witnesses.

FREEMAN L. TRIPP.

Witnesses:

V. W. BAYLESS,

E. B. PUTNAM.