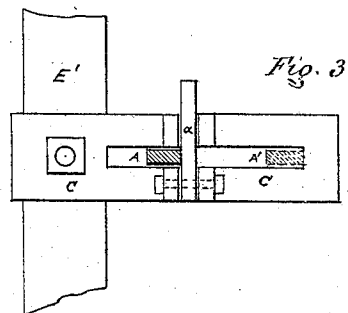
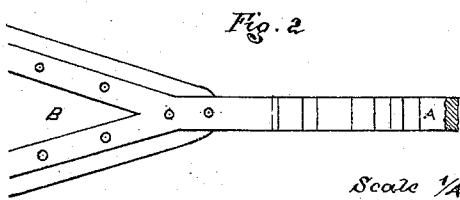
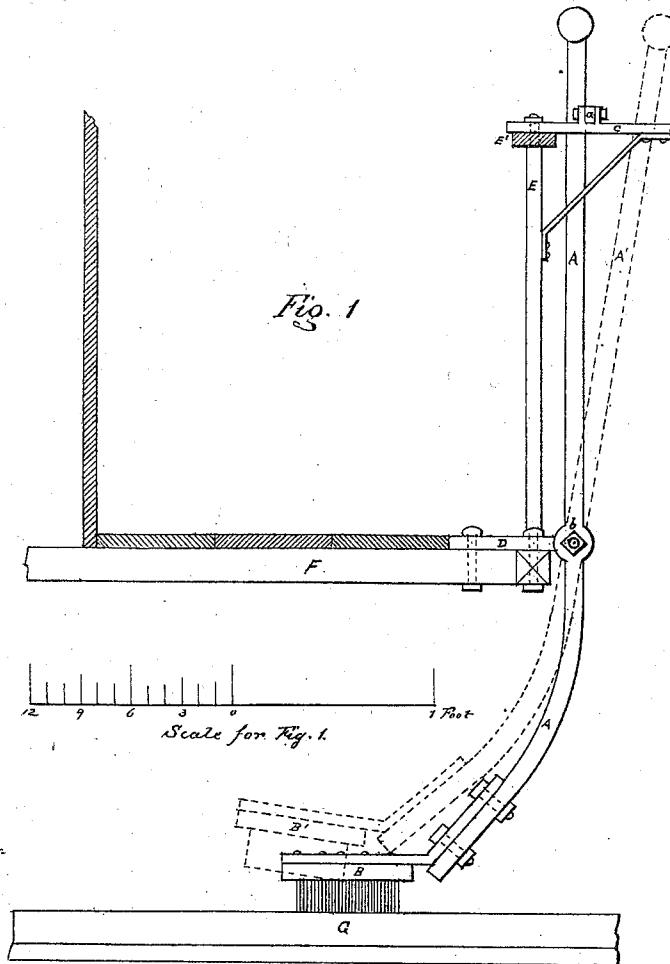


P. I. SCHOPP.

Railway Track-Clearers.

No. 133,726.

Patented Dec. 10, 1872.



WITNESSES

Sam'l E. Palmer
Herman Verner.

INVENTOR

Philip I. Schopp

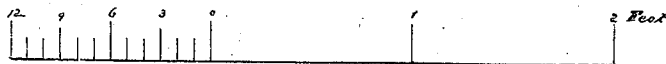
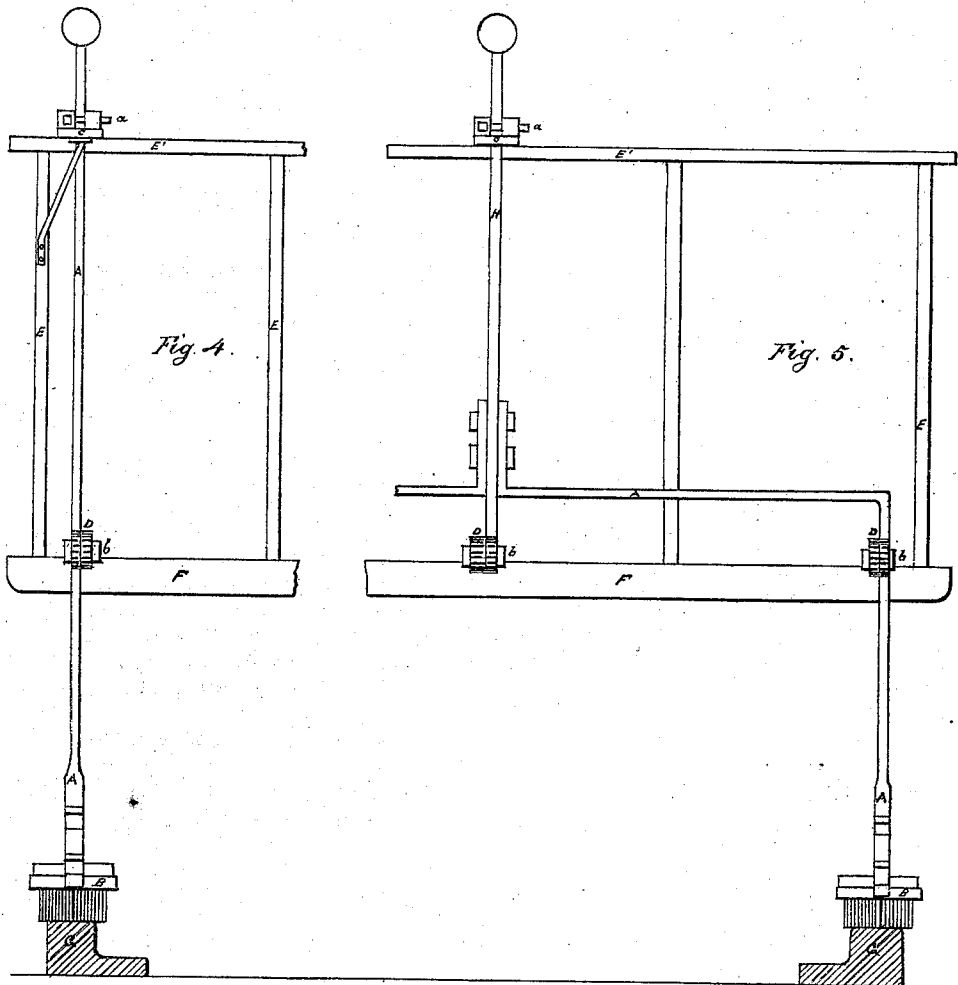
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2 Sheets--Sheet 2

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Scale to fig. 4 & 5.

WITNESSES

Saml E Palmer
Herman Werner.

INVENTOR

Philip I. Schopp

UNITED STATES PATENT OFFICE.

PHILIP I. SCHOPP, OF LOUISVILLE, KENTUCKY.

IMPROVEMENT IN RAILWAY TRACK-CLEARERS.

Specification forming part of Letters Patent No. 133,726, dated December 10, 1872.

To all whom it may concern:

Be it known that I, PHILIP I. SCHOPP, of Louisville, in the county of Jefferson and State of Kentucky, have invented certain Improvements in Street-Cars, of which the following is a specification:

My invention relates to the combination of a rail-sweeping apparatus with the platform of a street-car, in easy reach to the driver, to be set in operation whenever the driver discovers the rail in front to be obstructed by the accumulation of dust, mud, or stones, or any other obstruction requiring no great force to be removed.

Figure 1 is a side elevation of the apparatus. Fig. 2 is a plan of a triangular-shaped broom with part of lever fastened to it. Fig. 3 is a plan of the lever-support with cross-bar attached. Fig. 4 is a front elevation of the apparatus. Fig. 5 is a front elevation, with vertical center piece and horizontal connections, with part of lever A above the pivot-point.

A is a vertical lever, curved below the pivot-point. To this lever is attached a broom, B, (or shovel, if desired,) by means of screw-bolts. C is a lever-support, with a slit in the middle, and a movable cross-bar, *a*, attached to it by a bolt. The support is fastened to the railings or guards of the platform E, and supported, when needed, by a brace, as shown in Figs. 1 and 4. D is an iron bar, fastened to the platform F. On its outer end it is rounded and flattened and provided with a hole to receive a screw-bolt, *b*, by which bolt lever A is kept to bar D, loosely, however, to allow motion. G is the rail. The dotted lines show the position of the lever and broom when at rest.

When intended to be used the driver draws the upper end of the lever toward himself and

secures it in a perpendicular position by the bar *a* preventing it from falling forward. In this position the broom acts upon the rail. The part of lever A above the pivot-point must be heavier than the part below the pivot-point. It will fall forward then by its own gravity, whenever bar *a* is thrown open, and raise the broom above the rail.

The lower portion of lever A is to be partly curved. By this arrangement the broom is raised sufficiently above the rail when at rest as not to touch the ground, without increasing the angles above the pivot-point beyond a convenient reach of the lever by the driver. This arrangement will also permit a more compact and solid construction as the apparatus is near the platform, thus avoiding out-reaching supports.

It is intended to have an apparatus on each side of the car and work it as needed; but, if preferred, the lever A may be bent in a horizontal or diagonal direction somewhat above the pivot-point, and connected with a vertical piece, H, in or near the center of the platform, as shown in Fig. 5, by which the apparatus could be worked on both sides at the same time with a single pull by the driver.

I claim as my invention—

1. The combination of curved lever A, broom or shovel B, support C with cross-bar *a* attached, bar D, platform F and guard E, substantially, and for the purposes hereinbefore set forth.

2. The vertical center-piece H, in combination with the lever A, support C, cross-bar *a*, for the purpose hereinbefore set forth.

PHILIP I. SCHOPP.

Witnesses:

SAML. E. PALMER,
HERMAN WERNER.