

P. DIEMER.  
Track Clearer for Street-Railways.

No. 197,546.

Patented Nov. 27, 1877.

Fig. 1.

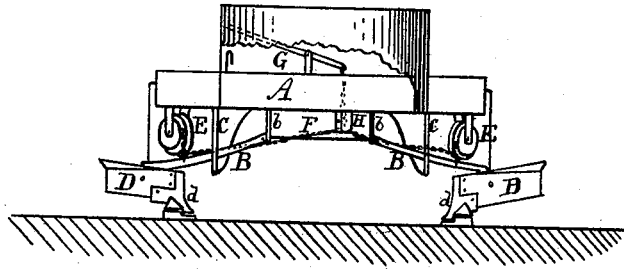
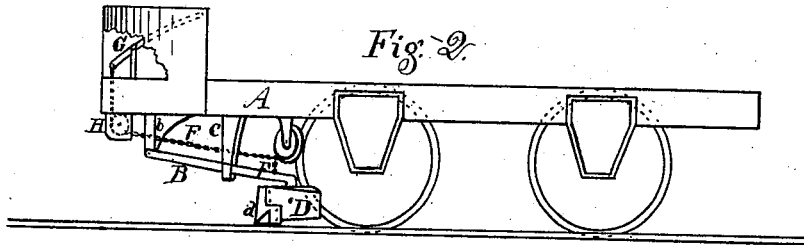


Fig. 2.



Witnesses  
Alfred Howell  
B. S. De Forest

Peter Diemer, Inventor

Geo. W. Sibbitt, Atty.

# UNITED STATES PATENT OFFICE.

PETER DIEMER, OF CLEVELAND, OHIO, ASSIGNOR OF ONE-HALF HIS RIGHT  
TO JOSEPH STANLEY, OF SAME PLACE.

## IMPROVEMENT IN TRACK-CLEARERS FOR STREET-RAILWAYS.

Specification forming part of Letters Patent No. **197,546**, dated November 27, 1877; application filed  
October 18, 1877.

*To all whom it may concern:*

Be it known that I, PETER DIEMER, of Cleveland, in the county of Cuyahoga and State of Ohio, have invented a new and Improved Track-Cleaner for Street-Railways, of which the following is a specification:

This invention relates to a device suspended under the platform of street-cars, so constructed and arranged that it can be easily and readily applied and adjusted by the driver, for cleaning and scraping snow, ice, or dirt from the face of the rails; and consists of a mold-board having a hardened point, which fits to and rides on the face of the rail. Said mold-board is attached to the end of a lever directly in front of the tread of the car-wheel, the lever being pivoted at its forward end to a short bracket attached to the under side of the platform. The said lever and mold-board are raised and lowered by means of a chain or cord, which is attached to a double wheel suspended under the platform over the mold-board, and which is attached at the front end to a lever on the upper side of the platform, to be operated by the driver, the chain passing under an inclosed pulley under the front edge of the platform.

To fully understand the invention, I will proceed to describe the same in detail, with the aid of the accompanying drawings, in which—

Figure 1 is a front or end elevation of a car-platform having my improvement attached, and Fig. 2 is a side elevation of the same.

A, Figs. 1 and 2, is a platform of a car, supported on a truck in the usual manner. B B are levers, hinged or pivoted at their forward ends to short brackets *b b*, situated under the front part of the platform. They are kept in proper position in front of the wheels by slotted guide-brackets C C, situated about mid-

way between the brackets *b b* and the car-wheels. To the rear ends of said levers B B are attached mold-boards D D, whose front ends are provided with removable hardened points *d d*, which fit the face of the rail. Suspended in a suitable bracket underneath the platform, and located over the mold-boards, are double-grooved wheels E E, to which are attached two chains or cords, F F. That in the smaller groove connects with the mold-board, while that in the larger groove is carried forward, and, passing up through the platform, is attached to a lever, G, on the upper side of the platform. A pulley, H, inclosed in a case to prevent clogging with dirt, is located under the front edge of the platform over which the chain plays.

The grooved wheels E E and their chains are so arranged that drawing the chain attached to the lever G winds the one attached to the mold-board onto the wheel, and thus lifts it from the track. Simply releasing the lever G from its catch allows the mold-board to drop by its own weight.

The hardened points are made removable, for the purpose of sharpening or replacing with new ones.

I claim—

The combination, with the levers B B, hinged or pivoted to the short brackets *b b*, and having the mold-boards attached to their rear ends, of the double-grooved wheels E E, cords or chains F F, pulley H, and lever G, all constructed and arranged to operate substantially as and for the purpose set forth.

PETER DIEMER.

Witnesses:

GEO. W. TIBBITTS,  
SAMUEL OSTERHOLD.