(No Model.) 3 Sheets—Sheet 1.

J. EDSON.

STREET SWEEPER.

No. 490,188. Patented Jan. 17, 1893.

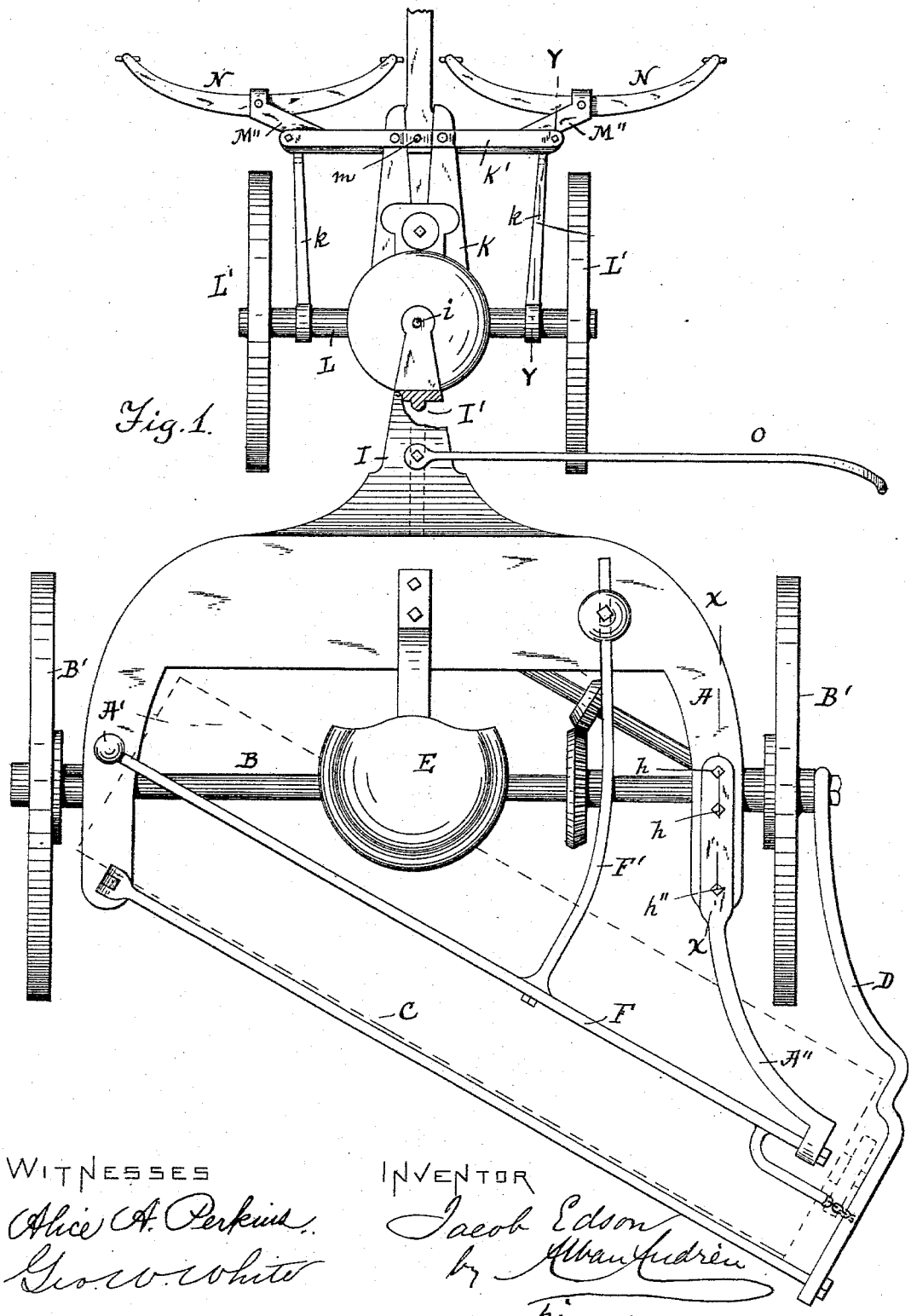

Fig. 1.

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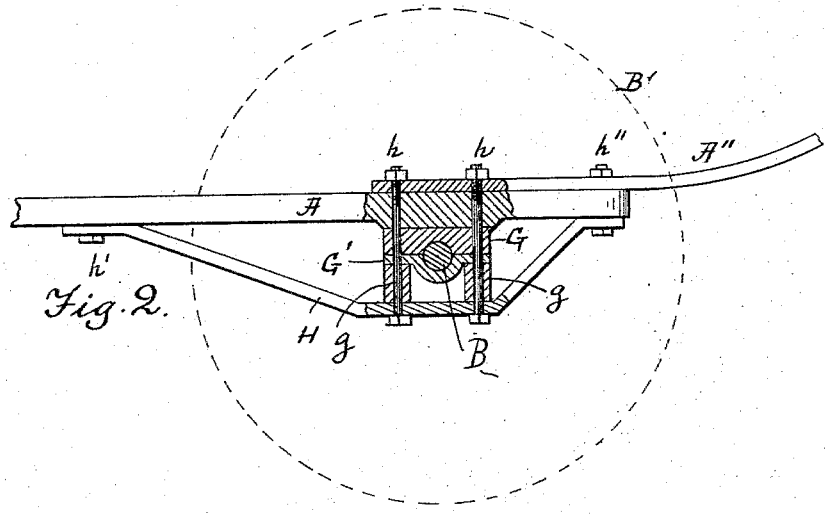

Fig. 2.

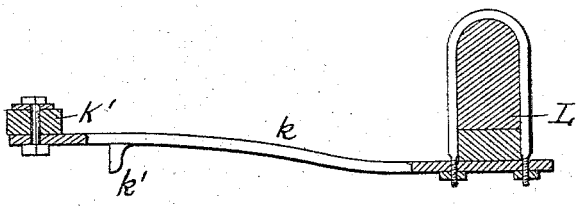

Fig. 3.

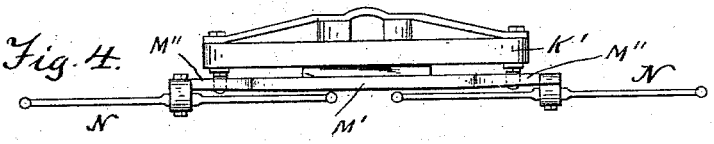

Fig. 4.

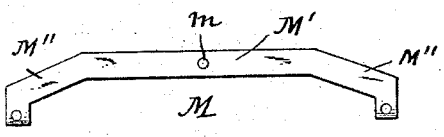

Fig. 5.

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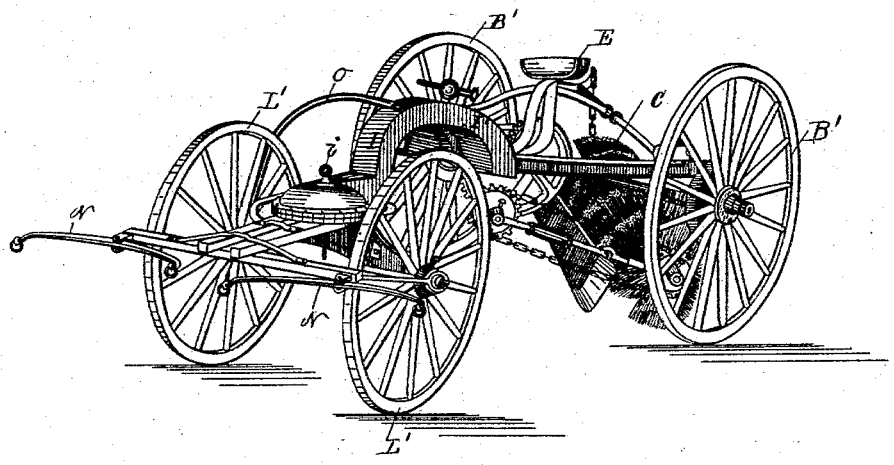
Fig. 6.



Witnesses.

Laurits N. Möller.

Alice A. Perkins.

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UNITED STATES PATENT OFFICE.

JACOB EDSON, OF BOSTON, MASSACHUSETTS, ASSIGNOR TO THE EDSON MANUFACTURING COMPANY, OF SAME PLACE.

STREET-SWEEPER.

SPECIFICATION forming part of Letters Patent No. 490,188, dated January 17, 1893.

Application filed March 16, 1892. Serial No. 425,207. (No model.)

To all whom it may concern:

Be it known that I, JACOB EDSON, a citizen of the United States, and a resident of Boston, in the county of Suffolk and State of Massachusetts, have invented new and useful Improvements in Street-Sweeping Machines, of which the following, taken in connection with the accompanying drawings, is a specification.

This invention relates to improvements in street sweeping machines and it is carried out as follows, reference being had to the accompanying drawings, where—

Figure 1 represents a plan view of the improved street sweeping machine showing a part of the curved connection on the main frame in section; Fig. 2 represents a section on the line X—X shown in Fig. 1; Fig. 3 represents a section on the line Y—Y shown in Fig. 1; Fig. 4 represents a front view of the forward end of the carriage showing the evener bar and whiffle-trees; Fig. 5 represents a detail plan view of the evener bar; and Fig. 6 represents a perspective view of the improved street sweeping machine.

Similar letters refer to similar parts wherever they occur on the different parts of the drawings.

In the drawings A represents the main frame in bearings in which is journaled the driving shaft or axle B to the ends of which are secured the wheels B′, B′, as usual.

C, in dotted lines in Fig. 1, represents the brush which is set in a rotary motion from the driving shaft by suitable mechanism, which forms no part of my present invention.

To one end of the shaft or axle B is pivoted the link or arm D as usual in the rear end of which the brush shaft is journaled.

E is the driver's seat as usual.

F is the ordinary rock shaft by means of which the brush shaft is raised and lowered by means of the lever F′ secured to said rock shaft. The rock shaft F is journaled in its inner end in a bearing A′ secured to the frame A, and in a bearing in the metal brush supporting arm A″ which is secured to the frame A as shown in Figs. 1 and 2.

For the purpose of strengthening the carriage frame, where the supporting arm A″ is attached to it, and also for the purpose of extending said arm A″ sufficiently to the rear as a bearing for the rock shaft F, I secure to the underside of the frame A, a metal truss as follows: To the underside of the frame A is secured a bearing G for the shaft B, which bearing is provided with a cap G′, having on its underside tubular extensions *g*, *g*, which may be made in one piece with said cap or in the form of independent sleeves as may be desired without departing from the essence of my invention. To the underside of said tubular extensions *g*, *g*, is secured by means of bolts *h*, *h*, the metal truss H, the ends of which are bolted and firmly secured to the frame A as well as to the supporting arm A″ as fully shown in Figs. 1 and 2. The bolts *h*, *h*, as shown in Fig. 2 serve to secure together the frame A, bearng G, its cap G′, the tubular extensions *g*, *g*, and truss H, thus making a very strong and rigid connection at this place. The forward end of the truss H is bolted to the frame A by means of a bolt or screw *h′* and the rear end of said truss is firmly secured to the frame A and to the brush supporting arm A″ by means of the bolt *h″* as fully shown in Figs. 1 and 2.

To the forward end of the frame A is secured the curved metal arch connection I, the forward end of which is pivoted at *i* to the fifth wheel of the forward carriage K having the axle L and wheels L′, L′, as shown; the arched connection I is sufficiently curved upward to enable the wheels L′, L′ to pass or run clear under the same while the carriage is driven around curves or corners of streets, and for the purpose of increasing the strength of such curved arch, I provide it on its underside with a re-enforcing rib I′ as shown in Figs. 1 and 6.

In practice I prefer to secure to the arched connection I or other portion of the carriage frame, a gage bar O shown in Figs. 1 and 6, the lower end of which is adapted to be guided in contact with or near to the curb of the side-walk so as to serve as a means for the driver in guiding the brush of the street sweeping machine close up to the curb of the side-walk.

Having thus fully described the nature, construction and operation of my invention, I wish to secure by Letters Patent and claim:

1. In a street sweeping machine, the com-

bination with the frame A and rearwardly projecting brush-supporting arm A'' secured thereto, of a driving shaft bearing provided with tubular extensions, and a truss secured to the frame A and to the said tubular extensions of the driving-shaft bearing, substantially as described.

2. In a street sweeping machine, the combination with the frame A, and rearwardly projecting brush-supporting arm A'' secured thereto, of a driving-shaft bearing composed of a part G, and a cap G', said cap provided with tubular extensions, a truss secured to the frame A, and bolts passing through the frame A, the axle bearing, the tubular extensions and the truss, substantially as described.

In testimony whereof I have signed my name to this specification, in the presence of two subscribing witnesses, on this 26th day of January, A. D. 1892.

JACOB EDSON.

Witnesses:
ALBAN ANDRÉN,
ALICE A. PERKINS.