

(No Model.)

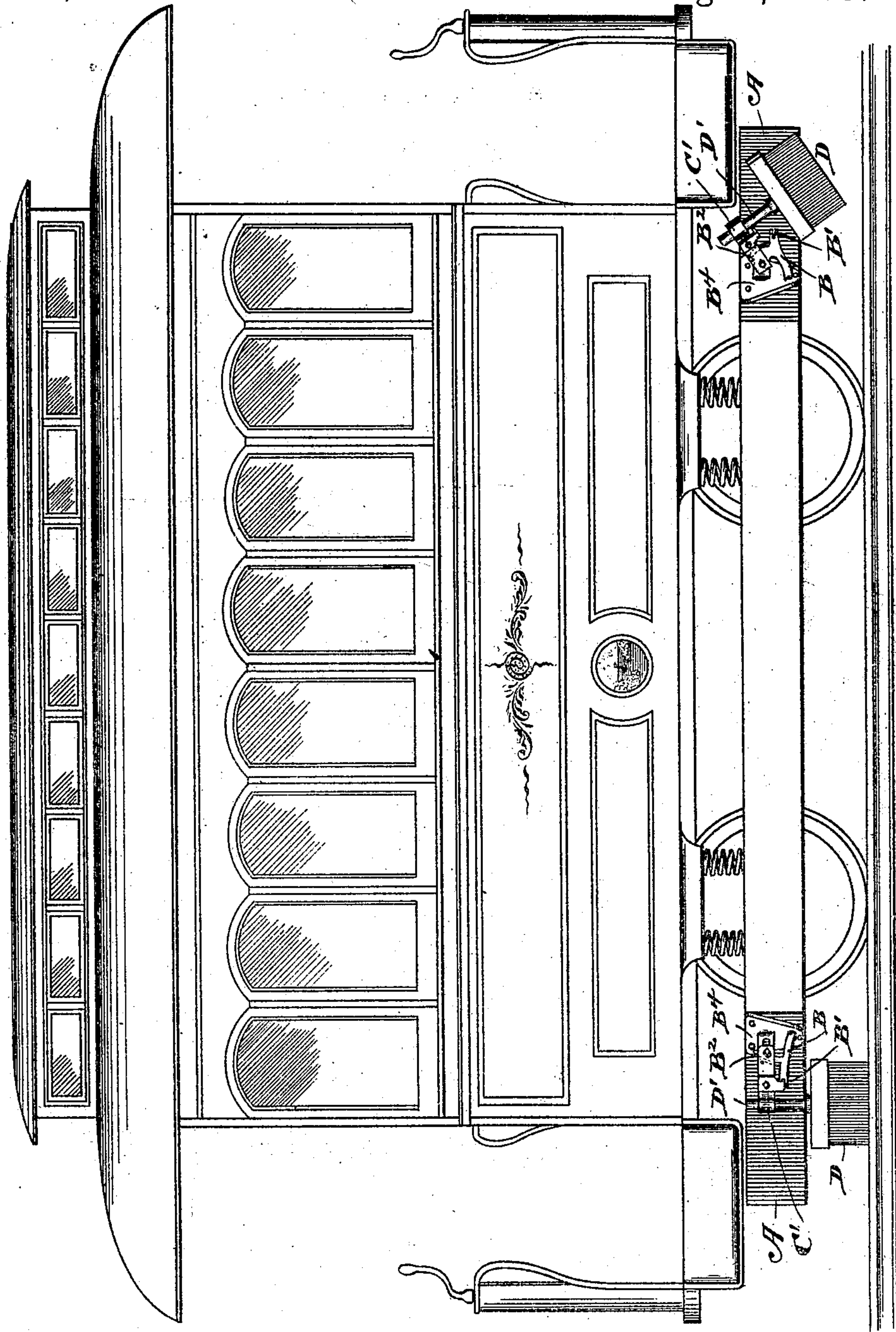
2 Sheets—Sheet 1.

A. E. WILSON.
ATTACHMENT FOR STREET RAIL BROOMS.

No. 503,024.

Patented Aug. 8, 1893.

Fig. 1.



Witnesses,
J. S. Mann,
Geo. J.union.

Inventor,
Alfred E. Wilson,
By L. R. Monahan,
Atty.

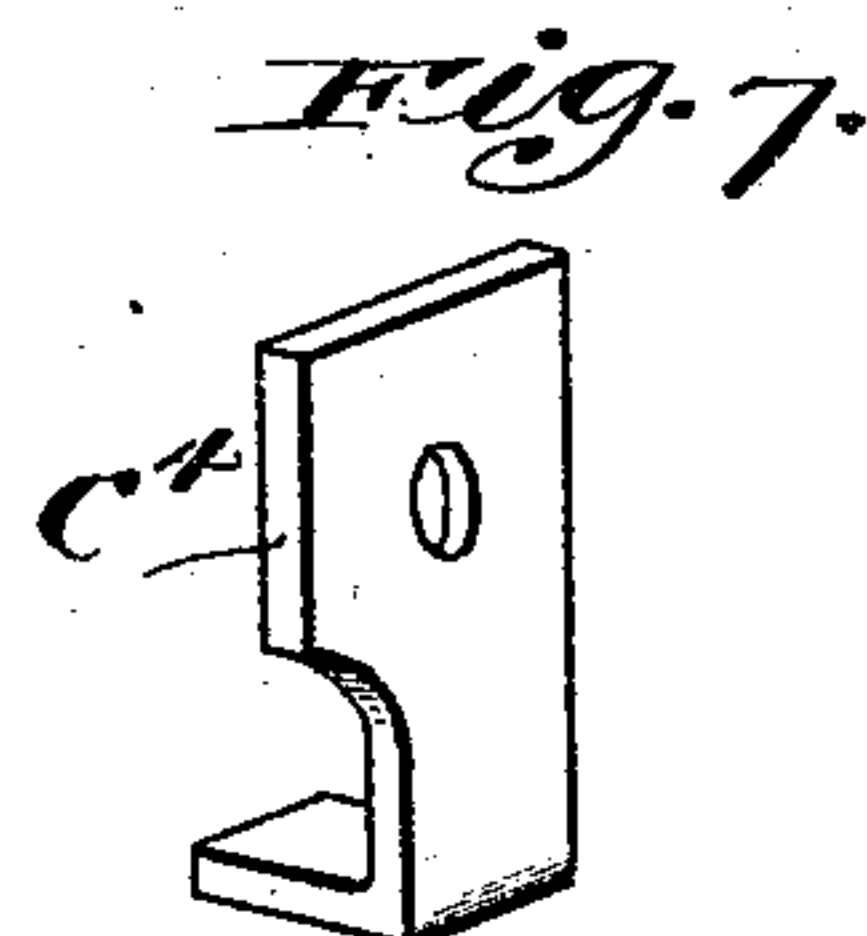
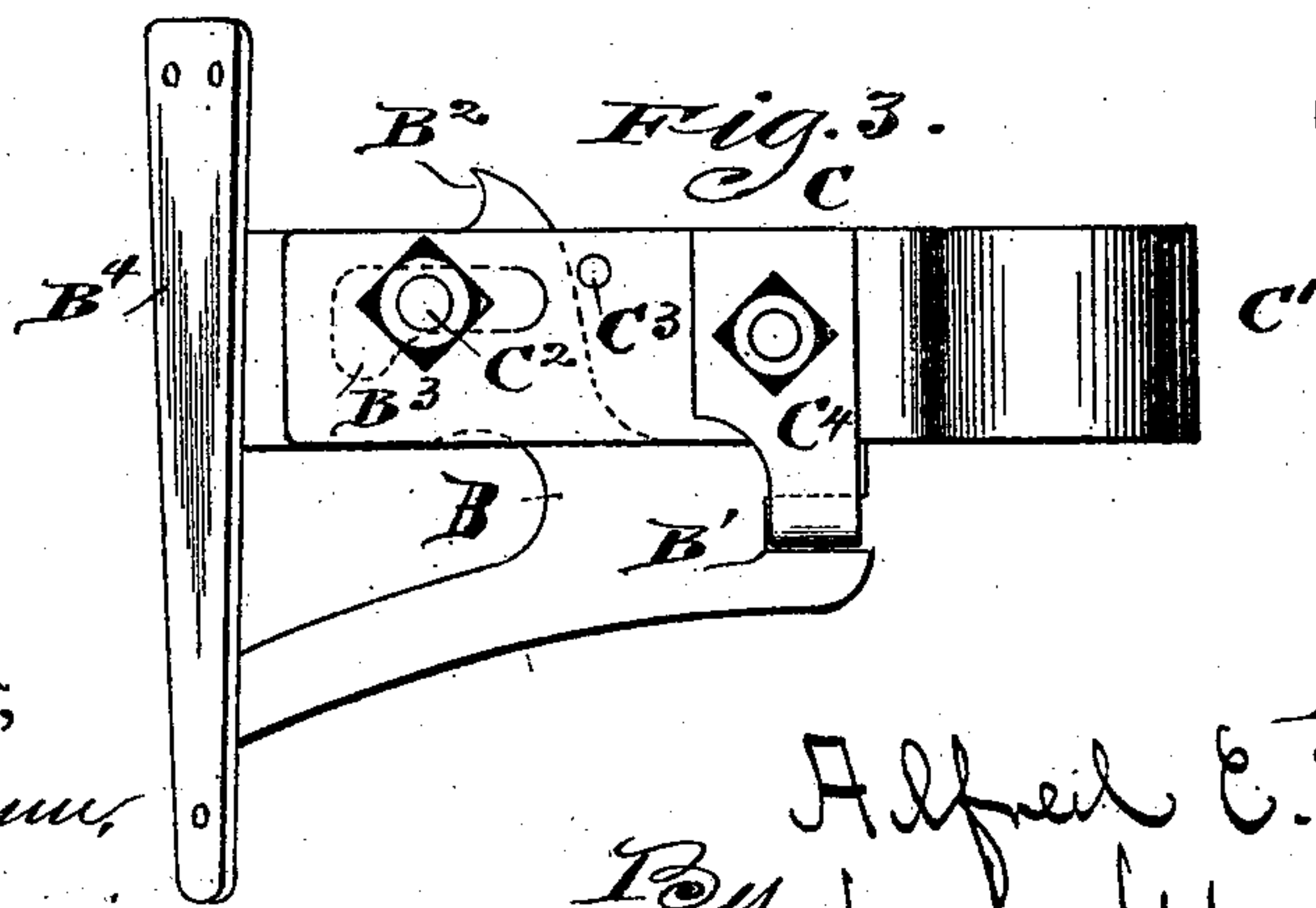
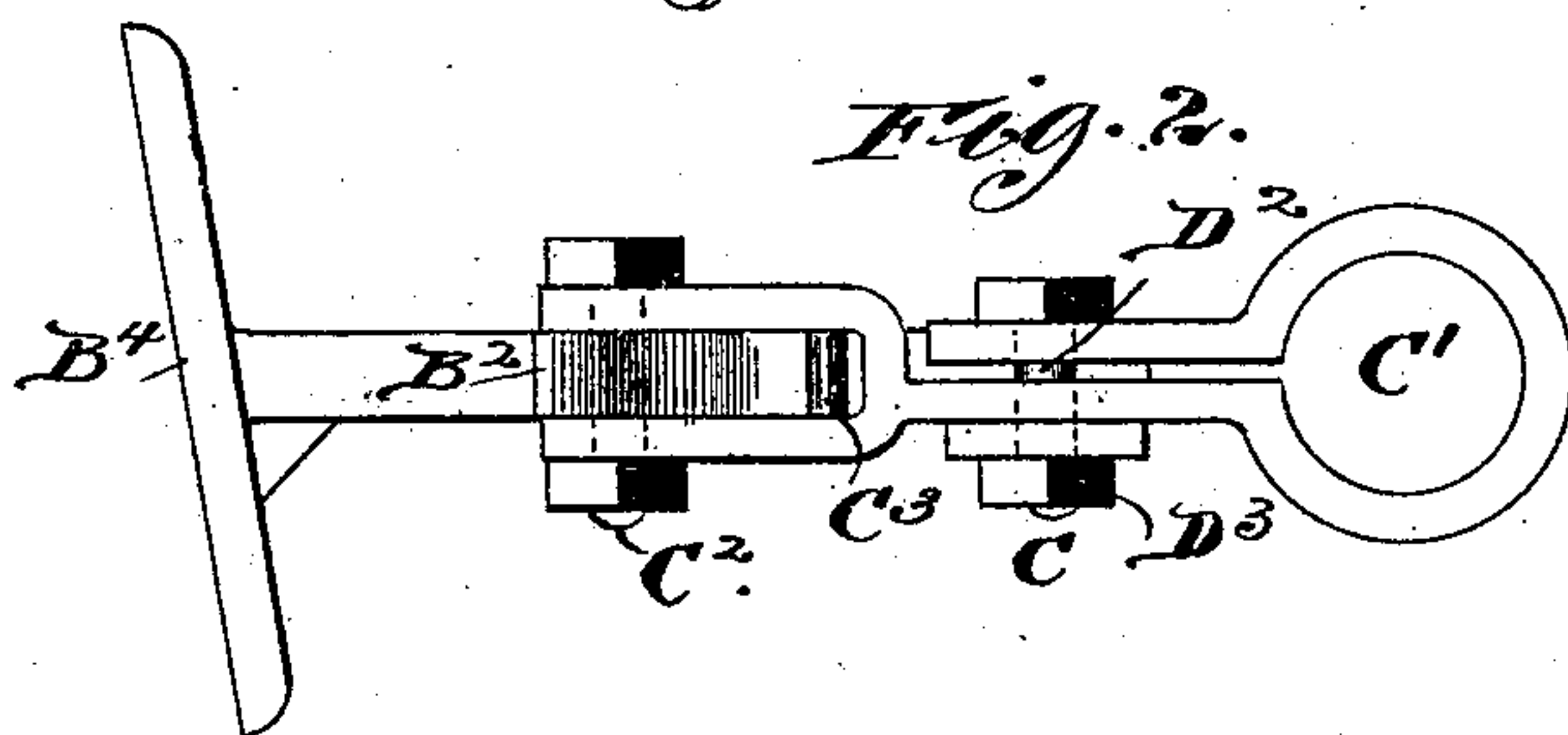
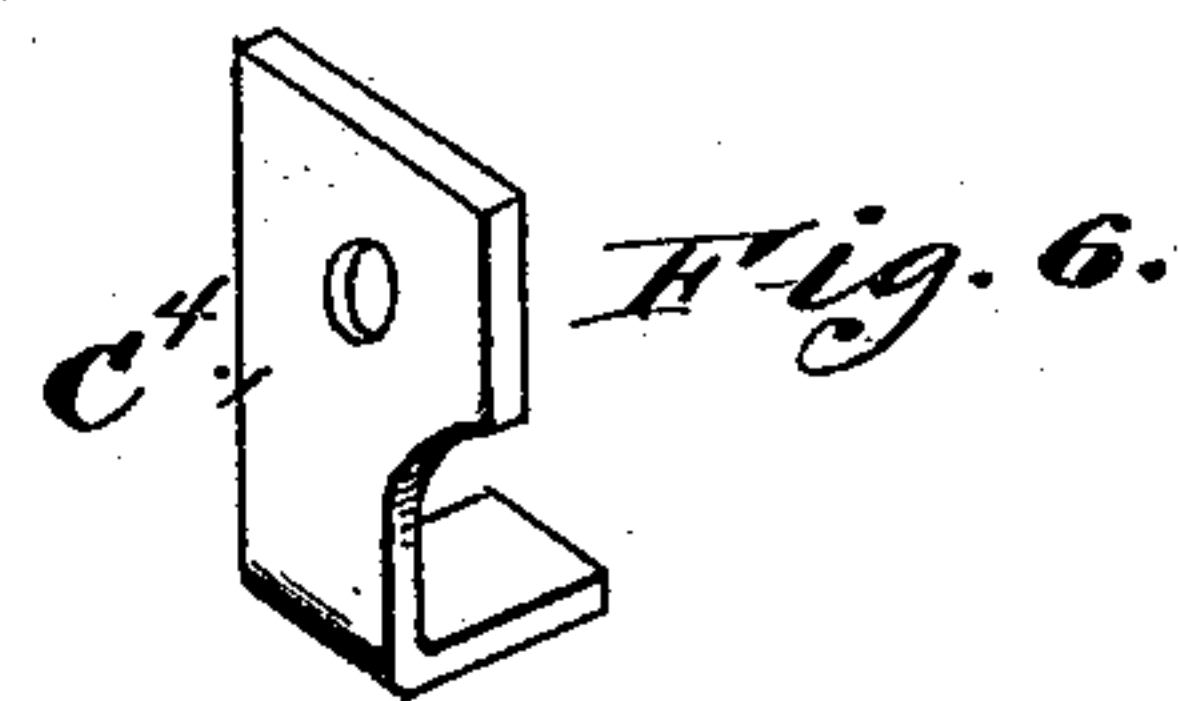
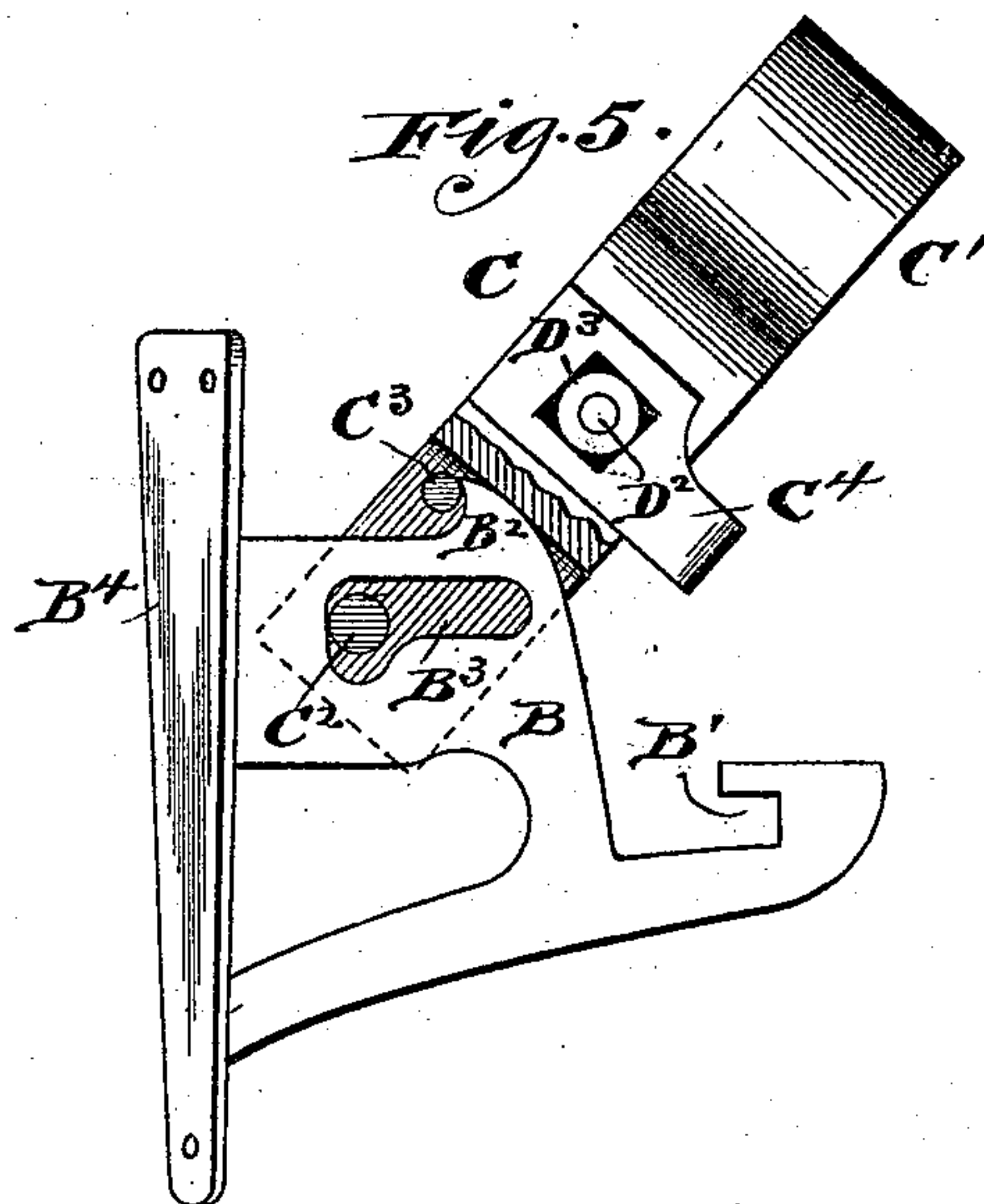
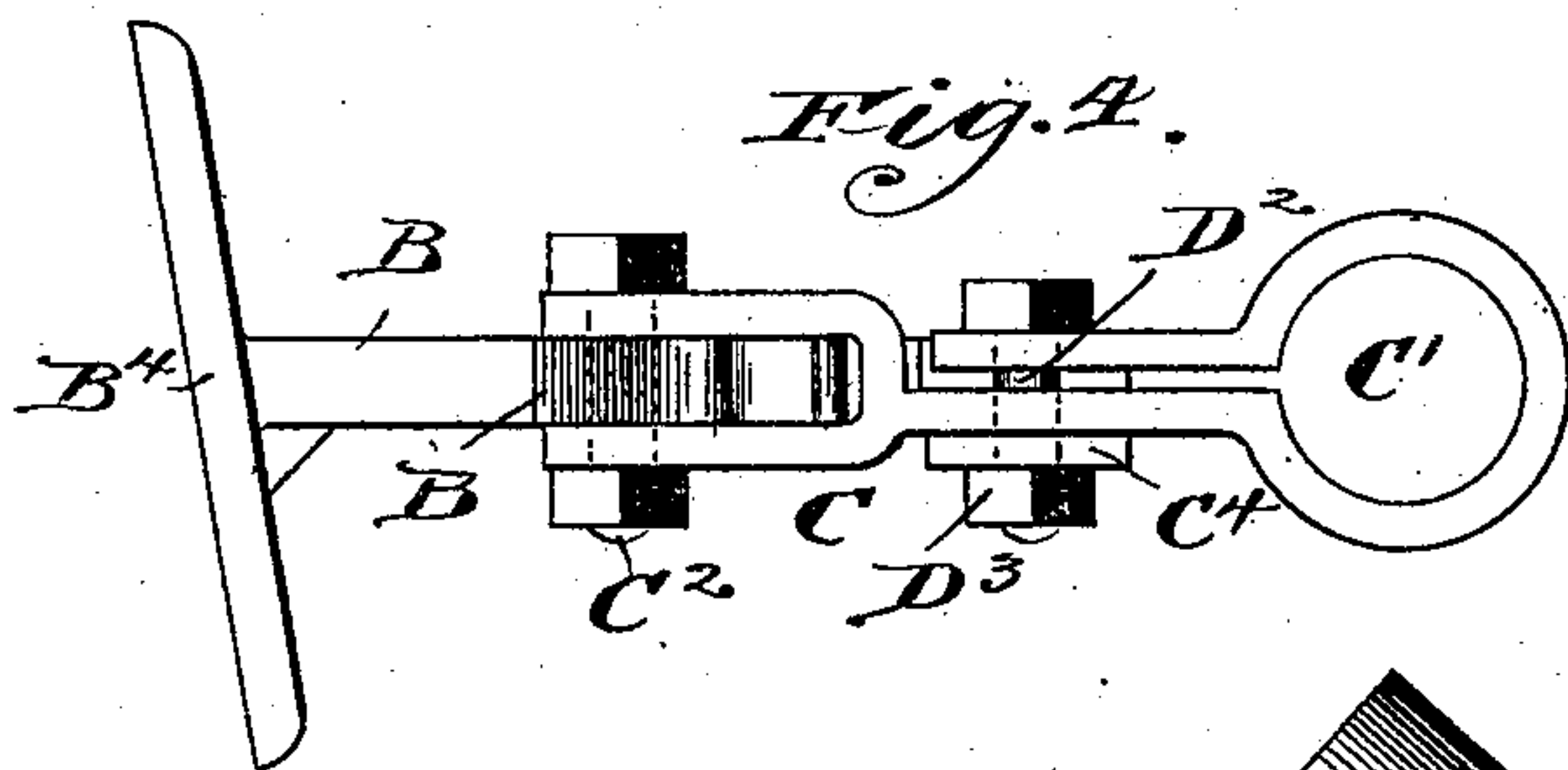
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2 Sheets—Sheet 2.

A. E. WILSON.
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Witnesses,
J. J. Mann,
Geo. J. Rumion.

Inventor,
Alfred E. Wilson,
By L. R. Morrison,
Attys.

UNITED STATES PATENT OFFICE.

ALFRED E. WILSON, OF ROCKFORD, ILLINOIS, ASSIGNOR TO JAMES S. TICKNOR, OF SAME PLACE.

ATTACHMENT FOR STREET-RAIL BROOMS.

SPECIFICATION forming part of Letters Patent No. 503,024, dated August 8, 1893.

Application filed April 14, 1893. Serial No. 470,379. (No model.)

To all whom it may concern:

Be it known that I, ALFRED E. WILSON, a citizen of the United States, residing at Rockford, in the county of Winnebago and State of Illinois, have invented certain new and useful Improvements in Attachments for Street-Rail Brooms, of which the following is a specification.

My invention relates to means of so attaching street-rail brooms to street-cars, that they may be readily thrown into, and withdrawn from, contact with the tread of the rails of street-railways; and it consists of certain new and useful features of construction and combinations of parts, hereinafter fully described and specifically pointed out in the claims.

Referring to the accompanying drawings, which form a part of this specification, Figure 1 is a side elevation of a street-car, standing on a railway track, provided with my improvement. Figs. 2 and 3 are respectively a plan and a side elevation of said improvement detached from the car. Figs. 4 and 5 are like views of a reverse construction of the same. Figs. 6 and 7 are isometric views of latches for locking the hinged portion of said improvement in a horizontal position.

Like letters of reference indicate corresponding parts throughout the several views. A are V-shaped fenders, the apices of which usually project under the platforms of the car, as shown in Fig. 1.

B are brackets, having latch-stops and suspending lugs B' B² thereon and elongated bearings B³ therein, and are provided with oblique base-portions B⁴, adapting them to be so secured to the fenders A that the brackets proper will be parallel with and immediately over the rail of the track. The bases B⁴ of the brackets B may be secured to the fenders A by means of bolts or screws, or in any other suitable manner.

C is a broom-holder, having an adjustable socket C' on the free end thereof, being mounted by the other end, on a pivot C² adapted to be freely slid in the elongated bearing B³ in the bracket B, and having a pin or projection C³ thereon arranged to engage the suspending lug B² on the bracket B.

C⁴ is a latch, integral or connected with the broom holder C, and adapted to freely engage

with and be disengaged from the latch-stop B' on the bracket B.

D is a broom, the handle D' whereof is inserted through the socket C' in the broom-holder C, whereinto it is secured by means of a bolt D² and a nut D³.

Sometimes it is desirable to attach the broom-holder to the inside of the fender, instead of to the outside thereof. Figs. 4 and 5 show a broom-holder arranged to be so attached.

The broom attached to the right hand end of the car, Fig. 1, is shown suspended out of working position. Its holder C may be readily disengaged from the suspending-lug B² and allowed to drop down until the broom rests upon the tread of the rail. If the car then move to the right, the latch C⁴ will engage with the latch-stop B', thus securely locking the broom-holder C in working position. If the motion of the car be reversed, the latch will disengage from the latch-stop B', and the broom will ride so lightly as to drag little snow or dirt upon the rail, until the broom-holder can be again suspended out of working order.

The broom on the left hand end of the car, Fig. 1, is in proper position to operate, if the car be driven toward the left.

Whenever the broom-holder is attached to the inside of the fender, instead of to the outside thereof, the broom is pulled instead of being pushed along in front of the car-wheels. This necessitates having the position of the latch stop B', in Figs. 4 and 5, reversed. The broom-holder, in Figs. 4 and 5, also works the reverse of that shown in the other views of the drawings.

My invention will be found to be very convenient and useful for cleaning snow, dirt and so forth from the tracks of street-railways, especially in cities, where passing vehicles of all sorts are constantly causing the same to accumulate on the rails thereof.

I claim—

1. In an attachment for street-rail brooms, in combination, a bracket having a latch-stop and a suspending-lug thereon and an elongated bearing therein, and a broom-holder, mounted by one end thereof on a pivot, adapted to be slid in the elongated bearing in the bracket, and provided with a latch,

arranged to engage said latch-stop on said bracket, whenever the broom-holder is in operative position, substantially as and for the purpose specified.

- 5 2. In an attachment for street-rail brooms, in combination the bracket, provided with a latch-stop B', a suspending-lug B², and an elongated bearing B³, and a broom-holder, having a socket C' in the free end thereof, be-
10 ing mounted on a pivot C² adapted to be freely slid in the elongated bearing B³ in the brack-

et, and having a latch C⁴ for locking the broom-holder in operative position, and a pin or projection C³ for engaging the suspending-lug B², to retain the broom-holder and its broom, when not in use, out of operative position, substantially as and for the purpose specified. 15

ALFRED E. WILSON.

Witnesses:

BURTON W. NORTON,
NELLIE BUNKER.