

(No Model.)

I. W. CONSELYEA.
STREET SWEEPER.

No. 581,196.

Patented Apr. 20, 1897.

Fig:1.

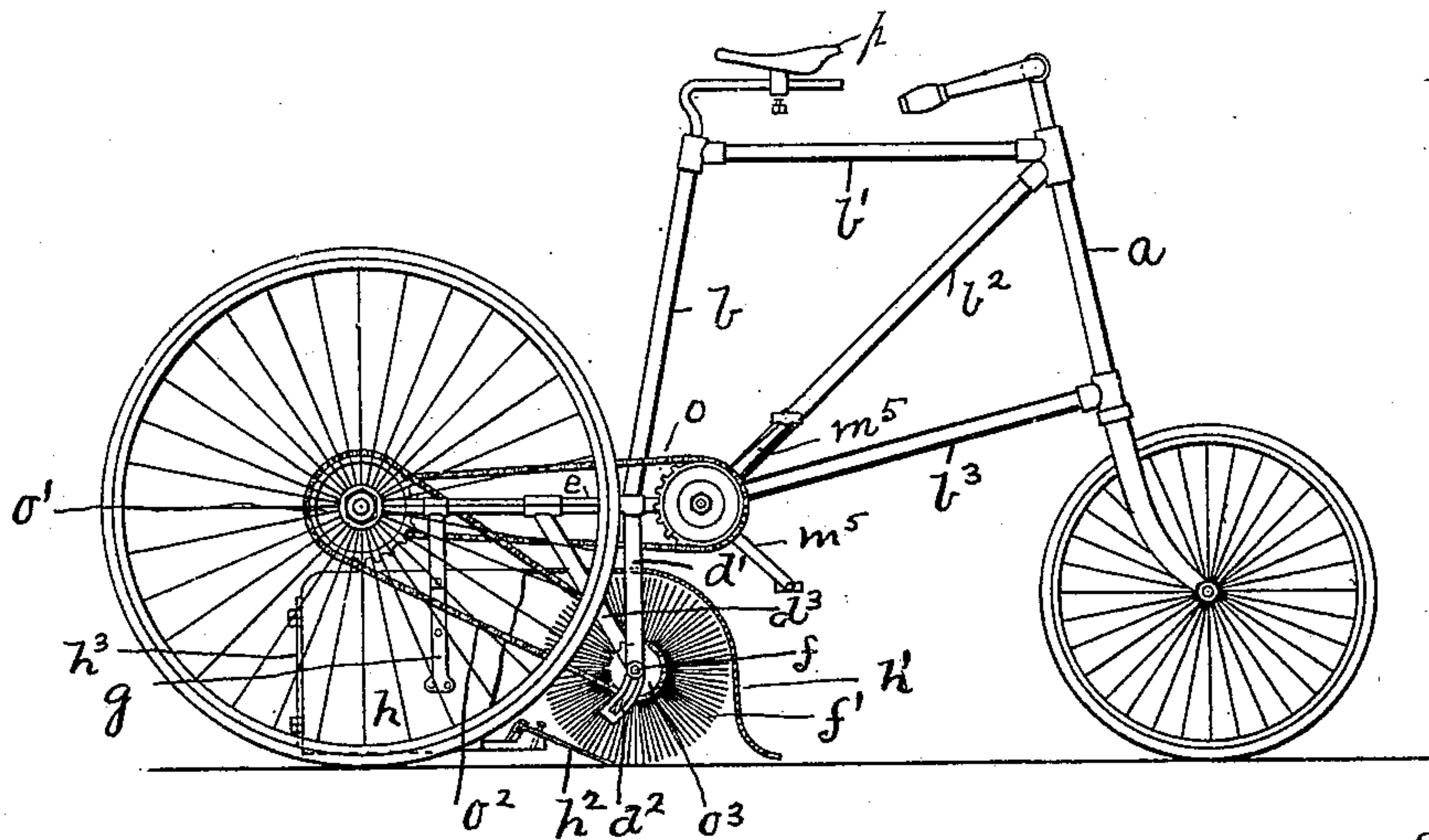


Fig:4.

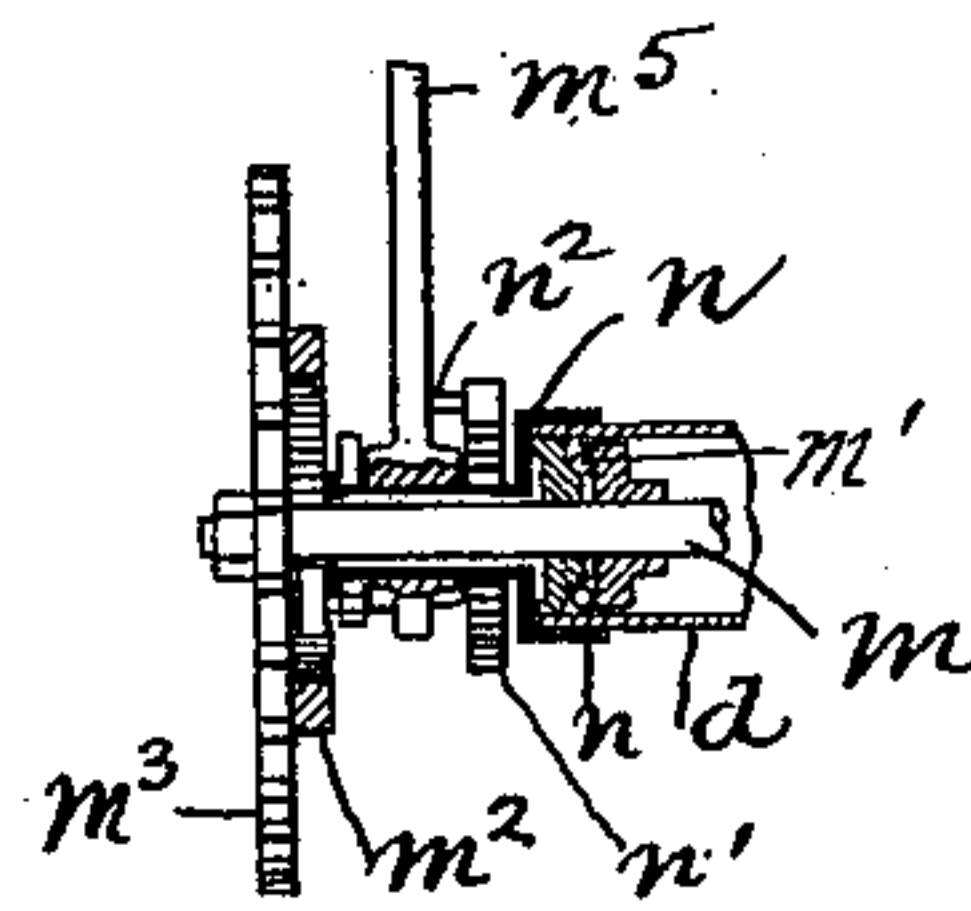


Fig:2.

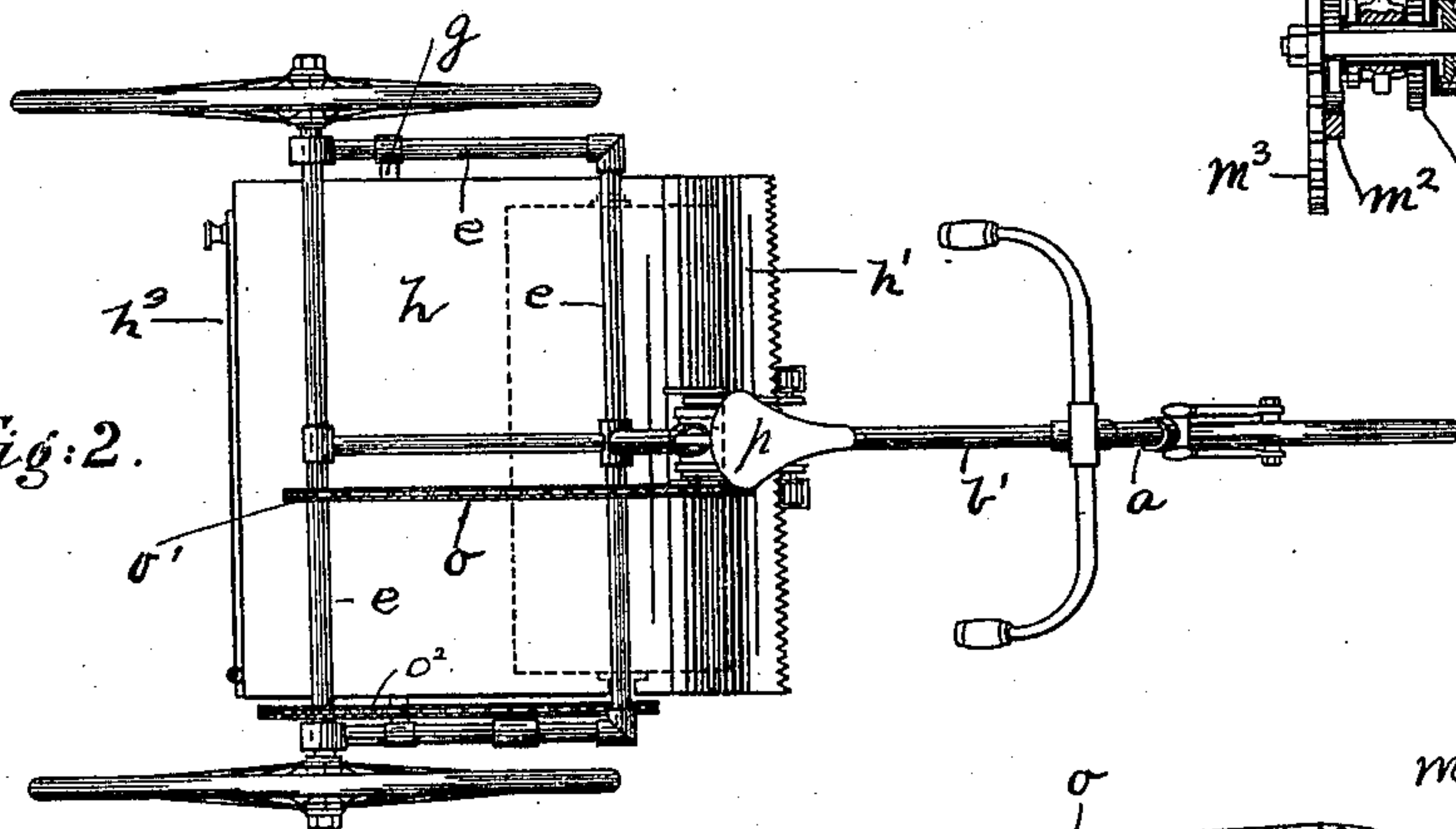
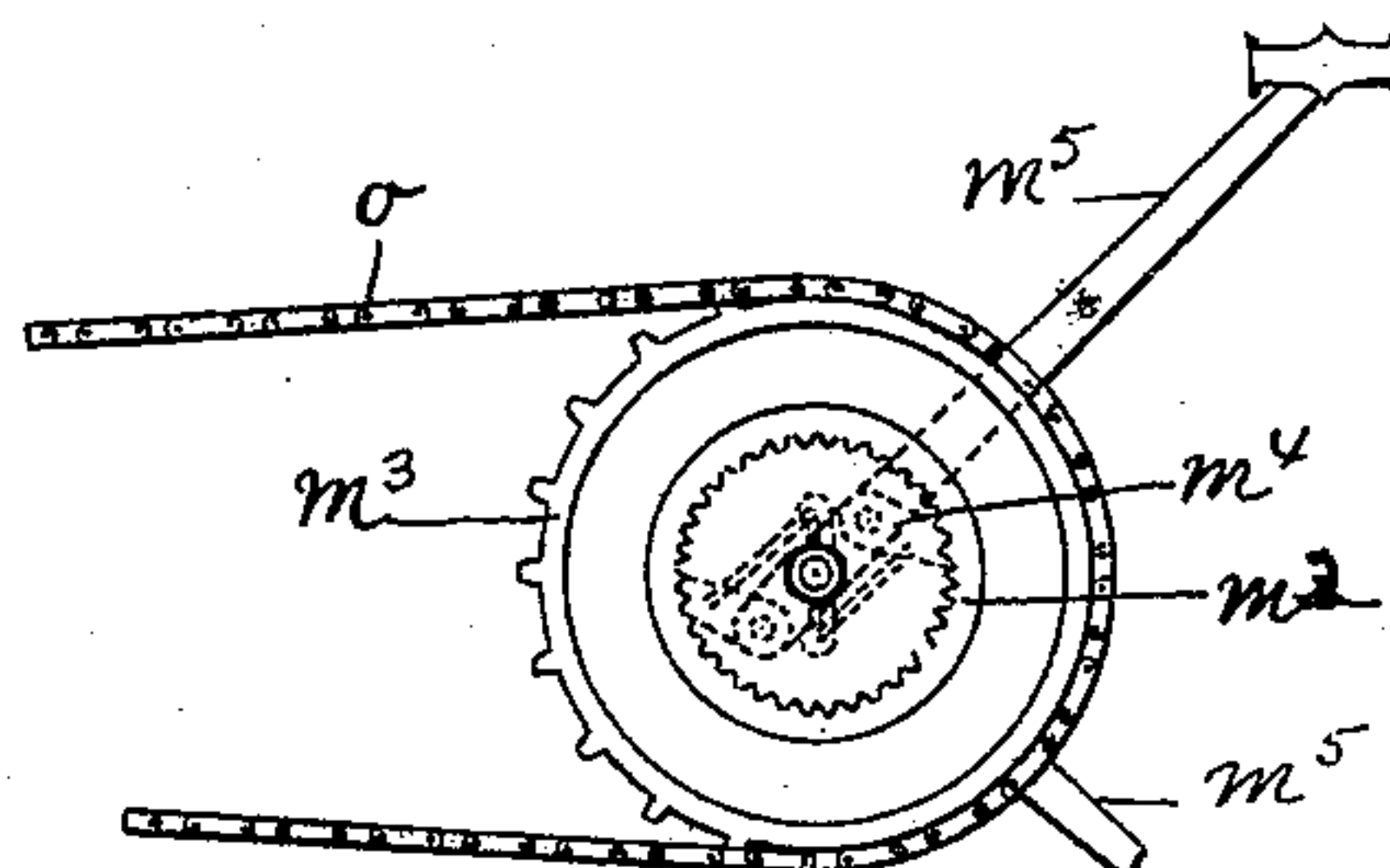


Fig:3.



WITNESSES:

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IRA W. CONSELYEA, OF NEWARK, NEW JERSEY, ASSIGNOR OF ONE-HALF
TO DE FOREST P. LOZIER, OF SAME PLACE.

STREET-SWEEPER.

SPECIFICATION forming part of Letters Patent No. 581,196, dated April 20, 1897.

Application filed September 1, 1896. Serial No. 604,502. (No model.)

To all whom it may concern:

Be it known that I, IRA W. CONSELYEA, a citizen of the United States, residing at Newark, in the county of Essex and State of New Jersey, have invented certain new and useful Improvements in Sweepers for Asphalt and Similar Roads or Streets, of which the following is a specification.

My invention has relation to a sweeper for roads, streets, or the like, and particularly adapted for use upon asphalt or similar streets, and in such connection it relates particularly to the construction and arrangement of such a sweeper.

The principal object of my invention is to provide a sweeper adapted to be propelled or carried by a tricycle or similar vehicle and operated by the mechanism propelling the vehicle.

My invention will be more fully understood from the following description, taken in connection with the accompanying drawings, forming part hereof, and in which—

Figure 1 is a side elevational view of a sweeper embodying main features of my invention. Fig. 2 is a top or plan view of Fig. 1; and Figs. 3 and 4 are enlarged detail views illustrating, respectively, in side elevation and partial section the propelling mechanism for the vehicle.

Referring to the drawings, the frame of the vehicle consists of the following essential parts, to wit: a front post *a*, the saddle post or pillar *b*, the upper brace *b'*, joining the pillar *b* with post *a*, the inclined braces *b²* *b³*, connecting a crank-hanger *d* with the post *a*, and a substantially rectangular frame *e*, extending backward from the crank-hanger and forming at its rear end the support or axle for the rear wheels. This rectangular frame *e* supports the saddle-pillar *b*. Depending from the rectangular frame at the front thereof are two arms *d'*, slotted, as at *d²*, and braced by the connecting-arms *d³*. The two arms *d'* form at their slotted ends bearings for the shaft *f* of a revoluble brush *f'*, the slots *d'* being formed upon an arc of a circle to form a means of adjustment toward or away from the ground of the shaft *f* and brush *f'*. Suspended by brackets or arms *g* from the frame *e* and directly to the rear of

the brush *f'* is a box or receptacle *h*, the end adjacent to the brush being curved, as at *h'*, to partially inclose the brush *f'* and to form a shield-like protection for the front of the brush. The floor of the box *h* has a hinged scraper-like portion *h²* extending under the lower portion of the brush *f'*, as clearly shown at Fig. 1. The rear of the box *h* is provided with a door *h³*, through which the accumulated debris may be removed.

The tricycle is propelled, preferably, by the mechanism illustrated in Figs. 1, 3, and 4. The crank-hanger *d* is traversed by a shaft *m*, rotating within the hanger upon ball-bearings *m'*. To this shaft *m* is secured at either end a ratcheted disk *m²*, and secured to one of these disks is the main driving-sprocket *m³*. The disks *m²* are each rotated by means of the pawls *m⁴*, carried by a treadle-arm *m⁵*, which when depressed by the rider throws the pawls *m⁴* into engagement with the ratchet-disks *m²*. The treadles *m⁵* oscillate upon a sleeve or cap *n*, which is secured at one end to the crank-hanger *d* and projects over the shaft *m*, as illustrated in Fig. 4. On the cap or sleeve *n* is placed a coiled spring *n'*, one end being secured to the cap or sleeve, while the other end rests under or is secured, as at *n²*, to the treadle-arm. This spring *n²* serves to elevate the treadle *m⁵*. The driving-sprocket *m³* is connected by a chain *o* with a sprocket *o'*, secured to the axle of the rear wheels of the vehicle. The sprocket *o'* is in turn connected by a chain *o²* with a sprocket *o³*, secured to the end of the brush-shaft *f*.

As illustrated in the drawings, the sweeper is shown as driven by one rider sitting in the saddle *p*, but it is obvious that if necessary more than one person may operate the sweeper, in which case the saddle is duplicated, and for each additional rider two additional treadles and mechanism operated thereby should be used.

Having thus described the nature and objects of my invention, what I claim, and desire to secure by Letters Patent, is—

In a street-sweeper, a revoluble brush, a tricycle the frame whereof supports said brush, a crank-hanger, a shaft rotating therein, a disk secured to said shaft, a ratchet carried

by said disk, a treadle-arm adapted to oscillate upon the shaft, a pawl mechanism actuated by said treadle and adapted to engage the ratchet and thereby rotate said disk, a
5 rear axle, a sprocket thereon, a driving-chain connecting the disk with the sprocket, a shaft carrying the revoluble brush, a sprocket

thereon and a chain adapted to drive the brush-shaft from the rear axle, substantially as described.

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Witnesses:

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