

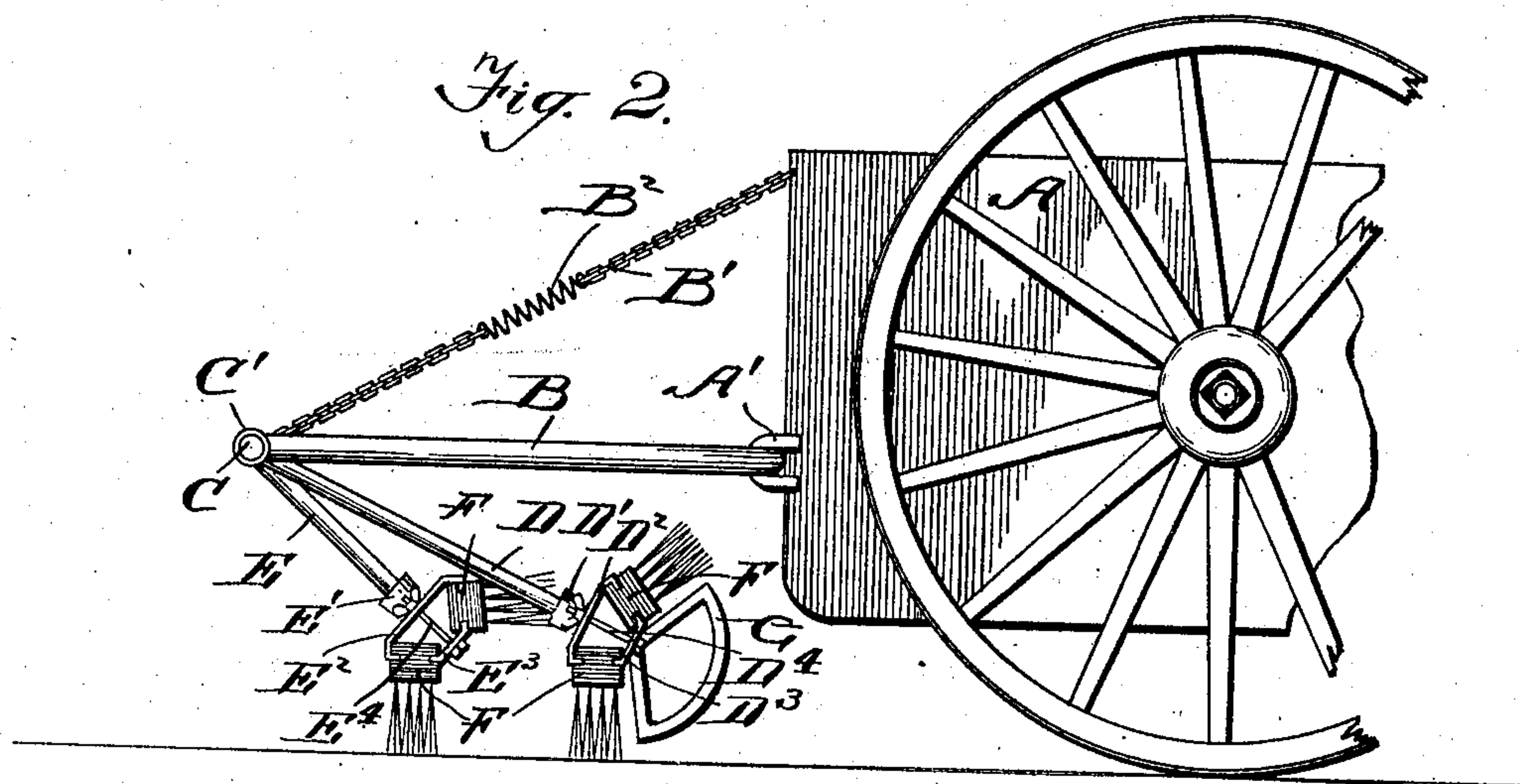
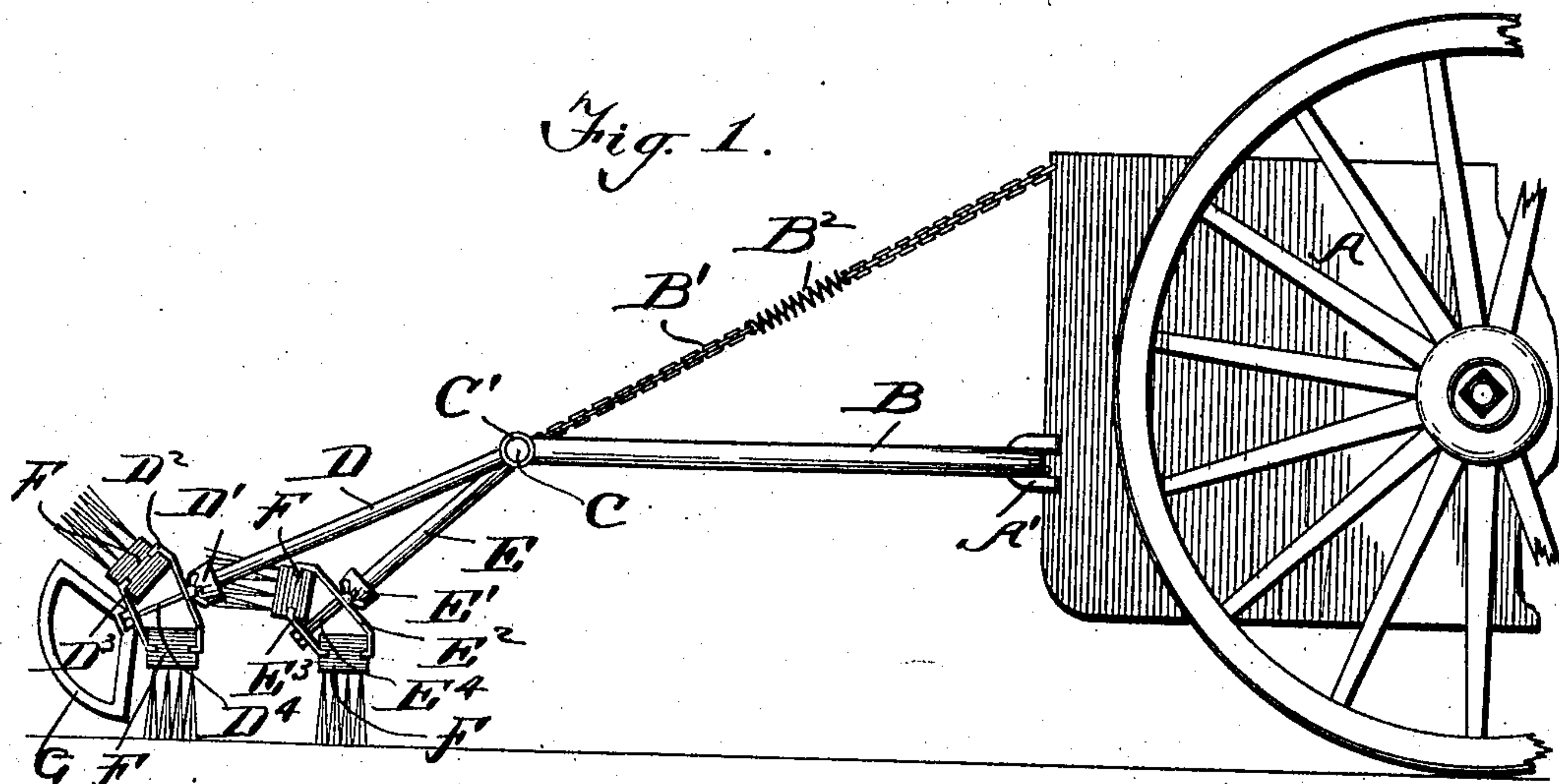
No. 816,082.

PATENTED MAR. 27, 1906.

C. J. EWART.
ROAD SWEEPER.

APPLICATION FILED APR. 6, 1905.

2 SHEETS—SHEET 1.



Witnesses:

E. B. McBath.

Paul J. Gathmann.

Inventor.

Charles J. Ewart.

by Oliver & Brock
Attys

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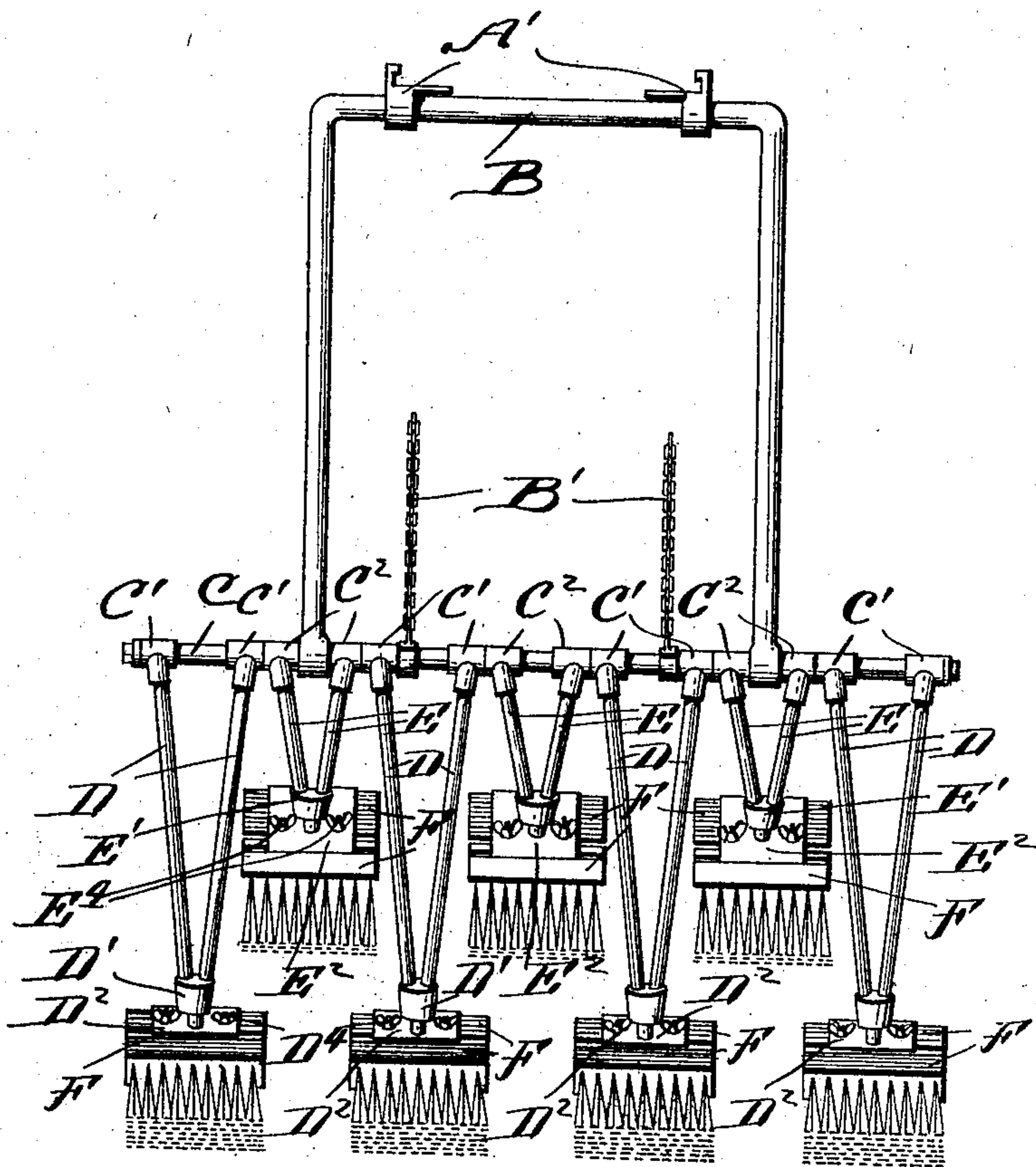
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Fig. 3.



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UNITED STATES PATENT OFFICE.

CHARLES J. EWART, OF ROSCOE, NEW YORK.

ROAD-SWEEPER.

No. 816,082.

Specification of Letters Patent.

Patented March 27, 1906.

Application filed April 6, 1905. Serial No. 254,130.

To all whom it may concern:

Be it known that I, CHARLES J. EWART, a citizen of the United States, residing at Roscoe, in the county of Sullivan and State of New York, have invented a new and useful Improvement in Road-Sweepers, of which the following is a specification.

This invention relates to a sweeper for macadam roads adapted to be attached to the rear end of a road-roller and provided with reversible and interchangeable brushes.

The invention consists in the novel features of construction and combination of parts hereinafter described, pointed out in the claims, and shown in the accompanying drawings, in which—

Figure 1 is a side elevation showing the brushes in position for forward movement of the roller. Fig. 2 is a similar view showing the position of the brushes when direction of the roller is reversed. Fig. 3 is a plan view of my device, the sweeper being shown detached.

In the drawings, A represents the coal-box or rear end portion of a road-roller of any type. To the vertical corners of this end portion are secured brackets A', in which is journaled the yoke portion of a U-shaped tubular frame B. A shaft C is rotatably journaled in suitable sleeves or bearings carried by the free ends of the frame B, and the frame is normally held in a horizontal position by means of chains B', connected at their upper ends to the rear of the roller, or, more properly, the coal-box of the roller, and at their lower ends to sleeves loosely fitting on the shaft C. Each chain, two being shown by me, is cut and a spring B² interposed between its two end portions for the purpose of taking up the jar of the roller. On the shaft C are placed loosely a plurality of sleeves C' and C², arranged in alternating pairs, the sleeves of each pair being spaced apart. To each sleeve C' is connected an end of a rod D, and to each sleeve C² is connected a rod E, the rods D making a greater angle with respect to the shaft C than the rods E. As has been stated, the sleeves C' and C² are arranged in pairs, and the rods D, connected to each pair of sleeves C', converge, and the rods E, connected to a pair of the sleeves C², also converge, the forward ends of each pair of rods D being secured in a socket-block D', while the forward or downward ends of each pair of rods E are connected to a socket-block E'. These socket-blocks carry plates

D² and E², respectively, forming clamping-plates, and coating clamping-plates D³ and E³, respectively, are secured to the clamping-plates D² and E² by rods or bolts D⁴ and E⁴, provided with suitable set-screws. Between each pair of coating plates are clamped two brushes arranged with respect to each other at an angle exceeding ninety degrees, the angle between the brushes carried by the coating plates D² and D³ being greater than that between the brushes carried by the plates E² and E³. As all of the brushes are alike in construction and size and are interchangeable, all have been designated by the same reference-letter F. To the clamping-plates D³ or to the two outermost ones are secured metal segments G, forming rockers which serve to support the weight of the frame B when the brushes are reversing, and these rockers may be two or more in number.

When the roller is moving forwardly, the brushes occupy the position shown in Fig. 1, half of the brushes carried by the rods E being in engagement with the road-bed and in advance of the same number of brushes carried by the rod D, the segments G being clear of the ground and all of the brushes being to the rear of the shaft C. When the roller is reversed, instead of pushing the brushes backward the frame B is lifted by the rods D and E, which assume a perpendicular position, the weight being at this time supported by the rockers G instead of falling on the brushes F, and as the rearward movement continues the shaft C passes above the brushes and they rest beneath the frame B, the brushes F which had been out of engagement with the road on forward movement of the roller being now in engagement with the road-bed and being drawn rearwardly from the shaft C.

It will be obvious that the sweeper herein described may be connected to any wheeled truck and is not limited in its use to the combination with a road-roller.

Having thus fully described my invention, what I claim as new and patentable, and desire to secure by Letters Patent, is—

1. A road-sweeper, comprising a vertically-movable frame, a rod pivotally connected at one end to the said frame, and brushes carried adjacent the free end of the rod, the said brushes projecting in different directions so that one of said brushes contacts with the ground during movement of the sweeper in

one direction and the other brush contacts with the ground when the rod is swung upon its pivot-point and the sweeper is moved in the opposite direction.

5 2. The combination with a wheeled truck, a U-shaped frame pivotally carried at the rear of the truck, a shaft carried by the frame, rods pivotally mounted on the shaft, clamp-
10 ing-plates carried by the rods, and a pair of brushes at an angle to each other carried by the plates.

3. The combination with a wheeled truck, of a U-shaped frame, chains adapted to nor-
15 mally hold the frame in a horizontal position, rods in pairs pivotally supported from the frame, said rods being arranged in sets, one set being in advance of the other set, coacting

clamping-plates carried by each pair of rods, and a pair of brushes at angles to each other carried by each set of clamping-plates. 20

4. A device of the kind described comprising a shaft vertically movable, sleeves on the shaft, rods in sets and pairs carried by the sleeves, one set being in advance of the other, coacting clamping-plates carried by each 25 pair of rods, brushes arranged at an angle to each other carried by each pair of clamping-plates, and rockers carried by clamping-plates of one set of rods, as and for the purpose set forth.

CHARLES J. EWART.

Witnesses:

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