

M. C. ISAACS.
RAILWAY TRACK BROOMS.

No. 180,717.

Patented Aug. 8, 1876.

Fig. 1

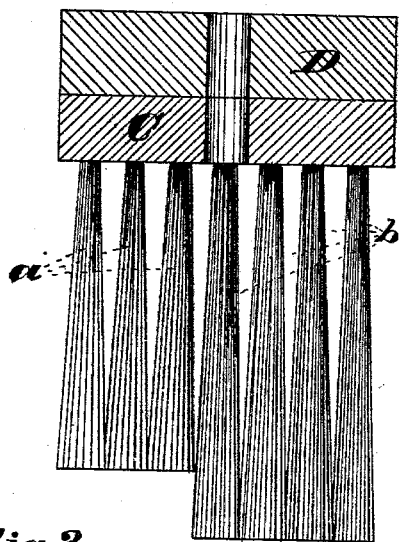
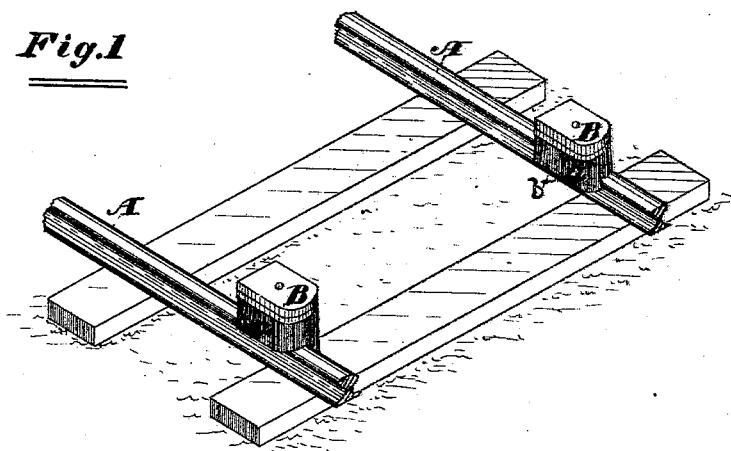


Fig. 3

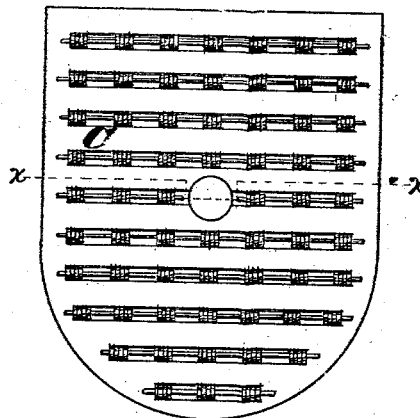


Fig. 2

Attest

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MARCUS C. ISAACS, OF CHICAGO, ILLINOIS.

IMPROVEMENT IN RAILWAY-TRACK BROOMS.

Specification forming part of Letters Patent No. **180,717**, dated August 8, 1876; application filed June 8, 1876.

To all whom it may concern:

Be it known that I, MARCUS C. ISAACS, of Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Railway-Track Brooms, which is fully described in the following specification, reference being had to the accompanying drawings, in which—

Figure 1 is a perspective view, showing the brushes applied to the track; Fig. 2, a plan view of the brush with the upper portion of the head removed; and Fig. 3, a cross-section taken on the line *xx*, Fig. 2, with the head entire.

Heretofore brushes for cleaning railway-tracks have been made with a broom of even face—that is, the brush of the broom, of whatever material made, has been of uniform length.

It is obvious that with a brush of such construction the snow or mud below the surface of the track-rail will not be removed to any great extent. It is, however, desirable that upon the inside of the track the material should be brushed away below the surface of the rail, so as to leave no obstructions to the flanges of the wheels, which are upon the inside of the rails.

The object of my invention is to provide a broom which will sweep not only the surface of the track-rail, but will also remove material upon the inside of the rail some distance below the surface thereof.

The invention consists in making the brush of the broom with an uneven surface, or, in other words, with one portion of the brush longer than the other, so that it will extend below the surface of the rail when applied thereto for the purpose of cleaning the track.

In the drawings, A A represent the rails of a railway of any description, and B B the track-brooms, which are attached to the locomotive, or in street-railways to one of the cars.

The brush portion of the broom may be divided into two sections, one section, *a*, being shorter than the other, *b*, so that the face of the brush is uneven, as clearly shown in Fig. 3 of the drawings.

The brush is constructed so that these sections are divided laterally, and when applied to the rails the shorter section is placed upon the surface of the rail, and, therefore,

the longer section of the brush will extend down below the surface of the rail, and at one side thereof, as shown in Fig. 1 of the drawings.

It is evident that when applied in this way, not only will the surface of the rail be cleaned by the short section of the brush, but the long section, extending below the rail-surface, will clean out a channel at the side of the rail. As it is desirable to clean this channel upon the inside of the rails so as to accommodate the flanges upon the car-wheels, the brooms are applied with the long sections of the brush inside of the rails, as shown in Fig. 1; but, if desired for any purpose whatever, they may be applied equally as well as upon the outside of the rails, or a long brush-section may be made to extend on both sides of the rails, leaving a short central section to rest upon the rail-surface.

The broom may be made of any suitable material, although I prefer wire. The material of the brush is fastened to the lower portion C of the head in the usual way, by doubling it and thrusting it down through holes in the block C, the loops being caught over wires on the upper face of the block, as shown in Fig. 2 of the drawings. The upper block D of the head is then secured to the lower block C by means of screws, or in any other suitable manner.

I do not limit my invention to any particular material for the brush, or to any particular method of fastening the brush to the head, as my invention is applicable to brooms of any material, and to any kind of a fastening.

The material herein mentioned and the mode of fastening herein described, are not claimed by me as of my invention, for both have been known and used heretofore.

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

A railway-track broom, constructed with a brush of uneven face—that is, with one portion of the brush longer than the other, substantially as and for the purpose set forth.

MARCUS C. ISAACS.

Witnesses:

L. A. BUNTING,
L. M. HARRIS.