J. GANEY.

STREET SPRINKLING OR FLUSHING WAGON.

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974,764.

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Fig. 1.

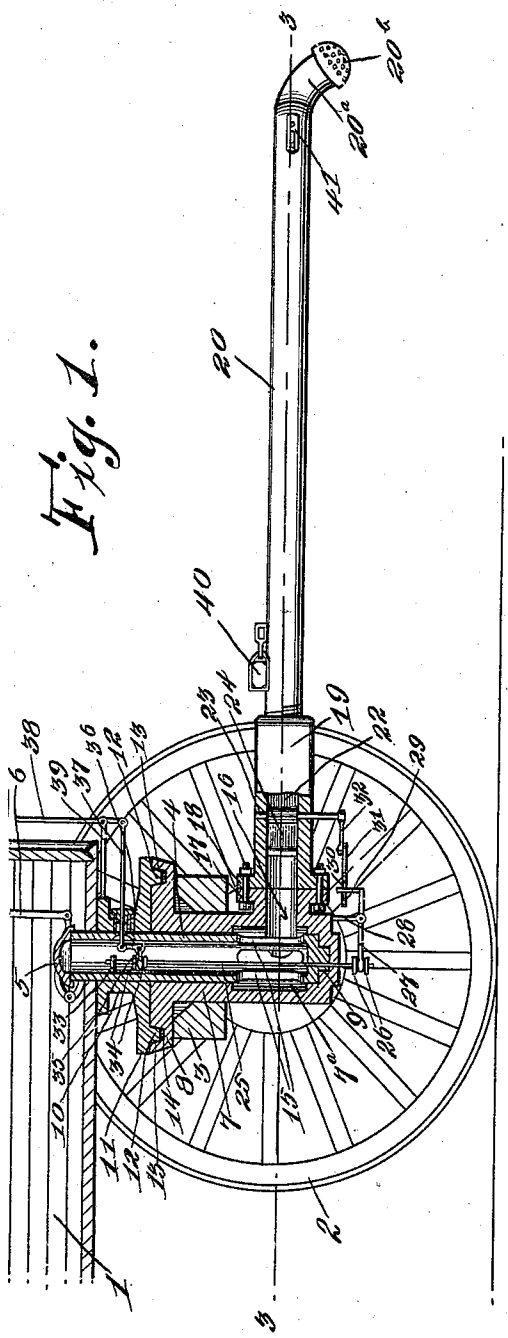

Fig. 2.

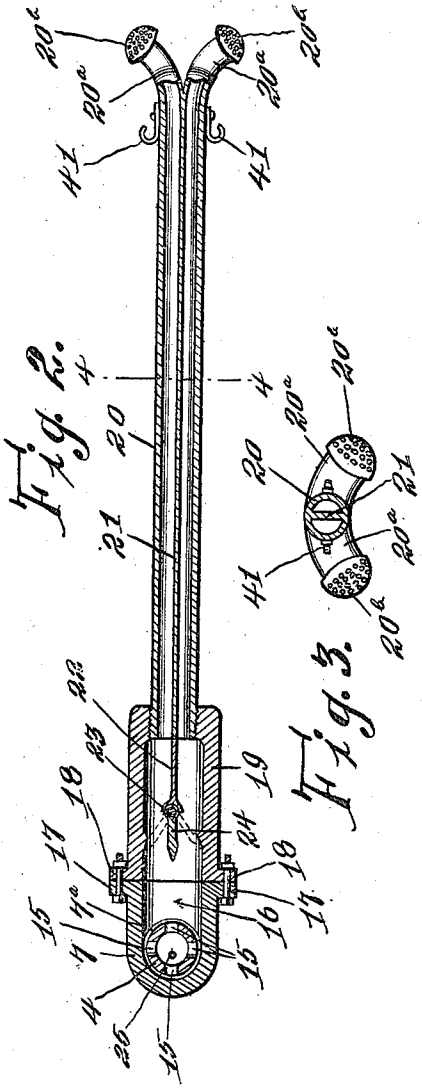

Fig. 3.

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UNITED STATES PATENT OFFICE.

JEREMIAH GANEY, OF CHICAGO, ILLINOIS.

STREET SPRINKLING OR FLUSHING WAGON.

974,764. Specification of Letters Patent. Patented Nov. 1, 1910.

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To all whom it may concern:

Be it known that I, JEREMIAH GANEY, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Street Sprinkling or Flushing Wagons, of which the following is a specification.

My invention relates to a street sprinkling or flushing wagon.

One of the principal objects of my invention comprehends the production of a device of the above character, in which the king bolt and pole of the wagon are so constructed and arranged that the former will serve as a conduit, for conducting the water from the tank of the wagon to the pole, through which latter it is conveyed to the sprinkling or flushing heads, carried at the front end thereof, whereby the water will be directed to the street, in front of the draft animals.

A further object of my invention resides in dividing the pole in half and providing each half with a sprinkling or flushing head, and also in providing means, operated by the driver, for directing the flow of water through either or both of said sprinkling or flushing heads.

With these and other objects and their resultant advantages in view, my invention consists of certain novel features of construction and arrangement of parts which will be hereinafter fully described and pointed out in the claims.

In the accompanying drawing, which illustrates my invention in its preferred form, and in which like reference numerals indicate corresponding parts throughout the several views:—Figure 1 is a vertical sectional view, showing my invention complete. Fig. 2 is a horizontal sectional view taken on the line 3—3 of Fig. 1, and Fig. 3 is a transverse sectional view taken on the line 4—4 of Fig. 2.

Referring specifically to the drawing, and the reference numerals indicated thereon, 1 denotes a portion of the front end of the tank of the wagon, 2 one of the front wheels and 3 the front bolster. These parts, however, may be of any desired construction as they form no positive part of my invention.

My improved king bolt is indicated at 4, and is in the form of a tube, having its upper end extending into the tank 1, and being provided with a valve 5, which latter is operated by the driver, by means of a suitable rod 6.

Mounted in the front bolster 3 is a tubular casing 7, having a flange 8, formed at its upper end, and resting on the top of the bolster, as shown in Fig. 1. The lower end of the casing 7 extends a suitable distance below the bolster 3, and is formed with a socket 9, into which a trunnion, formed on the lower closed end of the king bolt 4, is adapted to fit.

Fitted tightly on the king bolt 4, above the flange 8 of the casing 7, is a sleeve or yoke 10, the upper end of which is securely fastened to the bottom of the tank 1, and the lower end of which is provided with a flange 11, the under face of which is provided with a depending annular ridge 12, which latter is adapted to enter a corresponding groove 13, formed in the upper face of the flange 8 of the casing 7. The flanges 8 and 11, of the casing 7 and sleeve 10 respectively, serve as a fifth wheel, and to prevent excessive friction on the ridge 12 and groove 13, said groove may be provided with a leather, or other packing ring 14.

As shown most clearly in Fig. 1, the lower portion of the king bolt 4 is provided with a plurality of vertical slots or openings 15, through which the water from the tank 1 escapes into the casing 7. To allow the water to readily escape through the openings 15, the diameter of the casing 7, around said openings 15, is made larger, as at 7^a. The outlet 16 of the casing 7 is formed on the front side of said casing and is provided with a flange 17, to which is bolted a similar flange 18, formed on the head 19 of the pole of the wagon. As shown in the present instance, the pole of the wagon comprises a single pipe 20, provided with a vertical partition 21, which divides the pole into two separate conduits, and has its inner end threaded and is adapted to be screwed into the outer end of the head 19, as shown in Fig. 2. The head 19 is also provided with a vertical partition, as at 22, which forms a continuation of the partition 21, when the pole 20 is screwed into the head 19.

Mounted vertically in the head 19, at the

front end of its partition 21, there is a shaft 23, to which is fixed a swinging gate 24. The gate 24 normally extends in alinement with the partition 22 but may be moved to either side of the head 19, as shown by dotted lines in Fig. 2, to direct the course of water through either side of the pole 20. The means I preferably employ for swinging the gate 24 comprises a rod 25, mounted vertically in the king bolt 4, and having its lower end extending a short distance below the lower end of the casing 7, where it is provided with a pair of spaced collars 26, between which the inner forked end of an arm 27 is adapted to work. The arm 27 is pivoted to a suitable bracket 28 and has its outer end bent upwardly at right angles, as at 29, and adapted to work in a slot 30, formed in the inner end of a link 31, the outer end of which is pivotally connected to an arm 32, fixed to the shaft 23. The upper end of the rod 25 is loosely mounted in a bracket 33, and has fixed thereto, a short distance below said bracket, a pair of spaced collars 34.

Fixed on a shaft 35, mounted in the king bolt 4, is a bell crank 36, one arm of which is forked and adapted to work between the collars 34, and its other arm is pivotally connected to a rod 37, which latter passes outwardly through the side of the king bolt 4 and sleeve 10, and is pivoted to the lower end of a lever 38, which extends upwardly to within easy reach of the driver, and which is pivoted near its lower end to a bracket 39, formed on the upper flange of the sleeve 10. By this arrangement it will be seen that by moving the lever 38 past the perpendicular in either direction, the driver may cause the gate 24 to swing to either side of the head 19, and thereby direct the flow of water through either side of the pole 20.

As shown most clearly in Fig. 3, the outer end of the pole 20 is provided with branches 20^a, which extend in opposite directions, and on each of which there is mounted a sprinkling or flushing head 20^b. The pole 20 is provided with a whiffletree 40, and suitable hooks 41 for connecting the harness of the draft animals thereto.

While I have shown and described my invention in its preferred form, it will be understood that various changes may be made therein without departing from the scope of the appended claims, and no limitation is implied by reason of the particular structure shown.

I claim:

1. In a sprinkling wagon, a tank, a tubular draft pole, a sprinkling head carried by the draft pole, and a hollow king bolt communicating at its upper end with the tank, and at its lower end with the interior of the draft pole.

2. In a sprinkling wagon, a tank, a tubular draft pole having separate conduits, a sprinkling head connected to each conduit, and a hollow king bolt communicating at its upper end with the tank, and at its lower end with the conduits of the draft pole.

3. In a sprinkling wagon, a tank, a tubular draft pole, said draft pole having separate conduits, a sprinkling head connected to each conduit, a gate mounted in the pole to control the flow through either of the conduits, and a hollow king bolt communicating at its upper end with the tank, and at its lower end with the conduits of the draft pole.

4. In a sprinkling wagon, a tank, a bolster, a tubular casing carried by the bolster, a hollow king bolt mounted in said casing and communicating at its upper end with the tank, said king bolt having openings into the casing, a tubular draft pole connected to the casing and communicating with the interior thereof, and a sprinkling head carried by the draft pole.

5. In a sprinkling wagon, a tank, a bolster, a tubular casing carried by the bolster, said casing having a flange formed at its upper end, and said flange engaging the top of the bolster and having an annular groove in its upper face, a yoke fastened to the bottom of the tank, said yoke having a flange engaging the first mentioned flange, and formed with an annular ridge on its lower face, said ridge entering the aforesaid groove, a hollow king bolt secured to the yoke, and extending into the aforesaid casing and having its lower end journaled therein, the upper end of said king bolt communicating with the tank, and its lower end having openings into the casing, said casing having an outlet, a tubular draft pole connected to the casing over its outlet, and a sprinkling head carried by the draft pole.

In testimony whereof I affix my signature in presence of two witnesses.

JEREMIAH GANEY.

Witnesses:
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