T. B. JACKSON.

STREET FLUSHING APPARATUS.

APPLICATION FILED OCT. 22, 1909.

1,006,754. **Patented Oct. 24, 1911.**

Fig. 1.

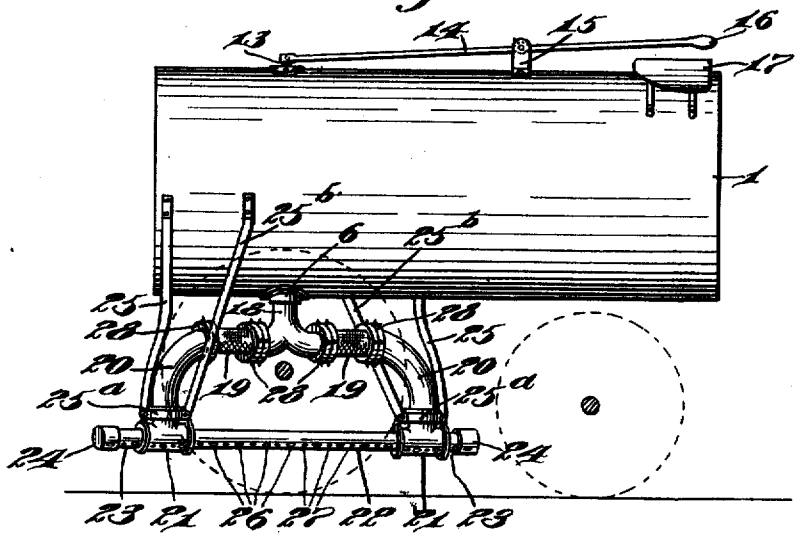

Fig. 2.

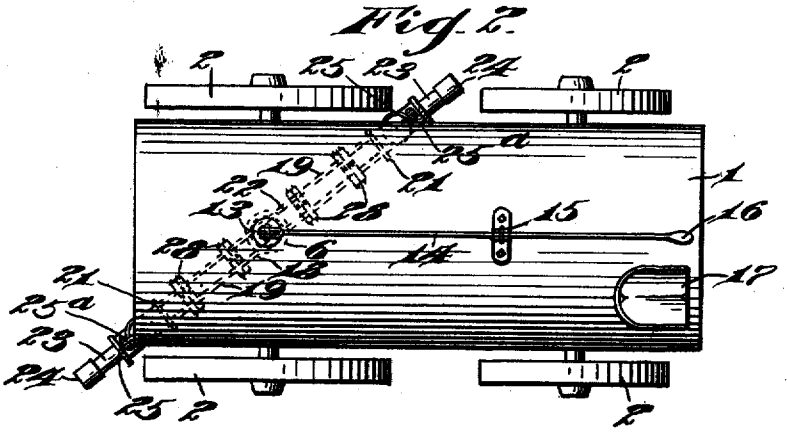

Fig. 3.

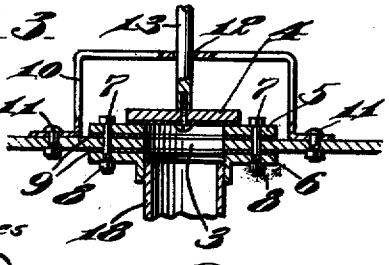

Fig. 4.

Witnesses

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THOMAS B. JACKSON, OF SCRANTON, PENNSYLVANIA.

STREET-FLUSHING APPARATUS.

1,006,754. Specification of Letters Patent. Patented Oct. 24, 1911.

Application filed October 22, 1909. Serial No. 524,013.

To all whom it may concern:

Be it known that I, THOMAS B. JACKSON, a citizen of the United States, residing at Scranton, in the county of Lackawanna and State of Pennsylvania, have invented certain new and useful Improvements in Street-Flushing Apparatus, of which the following is a specification.

My invention relates to improvements in street flushing apparatus, the object of the invention being to provide a wheeled apparatus, which is adapted to be drawn or propelled along the streets and discharge streams of water to thoroughly flush the streets and clean them.

With this and other objects in view the invention consists in certain novel features of construction and combinations and arrangements of parts as will be more fully hereinafter described and pointed out in the claim.

In the accompanying drawings, Figure 1, is a diagrammatic view in side elevation, illustrating my improvements. Fig. 2, is a top plan view. Fig. 3, is an enlarged view in section illustrating the valve and its co-operating mechanism, and Fig. 4, is a view in cross section through the discharge or outlet pipe.

1 represents a tank adapted to contain a large quantity of water, supported upon wheels 2, and adapted to be drawn or propelled along the streets in any desired manner. An outlet 3 is provided in the bottom of the tank 1 which outlet is normally closed by a valve 4. The valve 4 seats upon a ring 5 secured inside of the tank 1 and surrounding the outlet 3. A ring 6 is arranged outside of the tank 1 and about the outlet, and this is secured to the wall of the tank and to the ring 5 by means of bolts 7 and 8, suitable packing material 9 being interposed between the rings and the tank to insure against leakage. Arranged within the tank 1 is a frame work 10 which is secured by bolts 11 to the tank and which provides a central guide or bearing 12 for a vertical rod 13, the latter being secured at its lower end to valve 4. The upper end of the rod 13 projects through the top of the tank 1 and is connected to one end of the lever 14. The lever 14 is pivotally supported intermediate its ends in a bracket 15, and at its forward free end is provided with a handhold 16, located adjacent the driver's seat 17, to facilitate the manipulation of the valve to control the discharge of water from the tank.

A Y-pipe 18 is secured within the lower ring 6, this juncture being preferably a screw threaded one, as shown. The branches of this Y are connected by hose 19 with curved pipe sections 20, which latter are secured in T-couplings 21. The T-couplings 21 are connected by a pipe 22, and shorter pipes 23 connect with the outer ends of the T-couplings, and are closed by caps 24. These pipes 22—23—T-couplings 21 and caps 24 constitute a discharge member and are preferably supported by hangers 25 depending from tank 1. These hangers 25 are preferably secured to clamps 25^a around T-couplings 21 and are strengthened by braces 25^b which also prevent injurious effects of vibration. This discharge member is located preferably at an angle extending from the rear of one front wheel to rear of a rear wheel on the opposite side of the vehicle as shown most clearly in Fig. 2, and is provided throughout with a series of perforations 26 and 27. These perforations are located in the forward lower portion of the discharge member, yet are not in the bottom, but are more to the front, so as to discharge the water at an incline, as will more fully hereinafter appear. The hose 19 above referred to, may of course be connected with Y 18 and branch pipes 20 in various ways, but I prefer to connect them by ordinary hose couplings 28, as clearly shown which insure a tight joint and yet enable the hose to be removed and replaced, whenever desired.

As above explained, the water discharge pipe is located at an angle to the line of draft, and extends from a point between the wheels at one side to a point in rear of the rear wheel at the other side, and the perforations in the pipe are alternately large and small. By an arrangement of this kind, the vehicle is moved over the pavement with the forward end of the pipe at the crown of the pavement, and the water issues from the pipe in alternately large and small streams. This is not a sprinkler, and is not designed to allay the dust, but it is designed to discharge the water in sufficient volume to dislodge the dirt, and wash it from the crown of the pavement to the gutter. If the dirt is packed very tight, and the street is very dirty, the vehicle will be moved slowly so

that a greater volume of water will be discharged in a given area than would be the case if the vehicle moved rapidly.

Various slight changes might be made in the general form and arrangements of parts described without departing from my invention, and hence I do not restrict myself to the precise details set forth, but consider myself at liberty to make such changes and alterations as fairly fall within the spirit and scope of the appended claim.

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

The combination of a tank, mounted on front and rear wheels, an outlet in the lower portion of said tank, a downwardly projecting Y pipe secured to said tank and communicating with said outlet, of a diagonally disposed discharge member, rigidly secured by braces below said tank and extending from a point between the front and rear wheels to a point in the rear of the rear wheels, said discharge member consisting of several pipe sections held in alinement and communication by T couplings, the outer ends of said pipe sections capped, openings in the forward lower portions of said discharge member parts, curved pipes secured to and communicating with said T couplings, flexible hose sections connecting said Y and said curved pipe sections, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

THOMAS B. JACKSON.

Witnesses:

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."