

(No Model.)

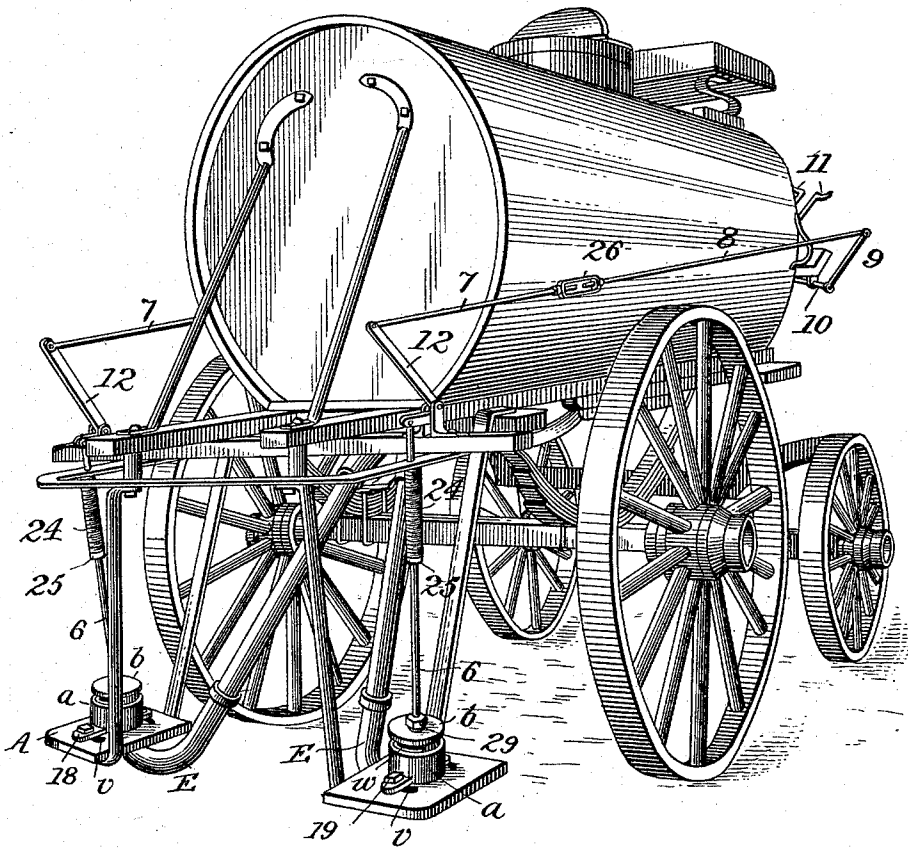
2 Sheets—Sheet 1.

E. T. WESTERFIELD.
SPRINKLING WAGON.

No. 527,353.

Patented Oct. 9, 1894.

Fig. 1.



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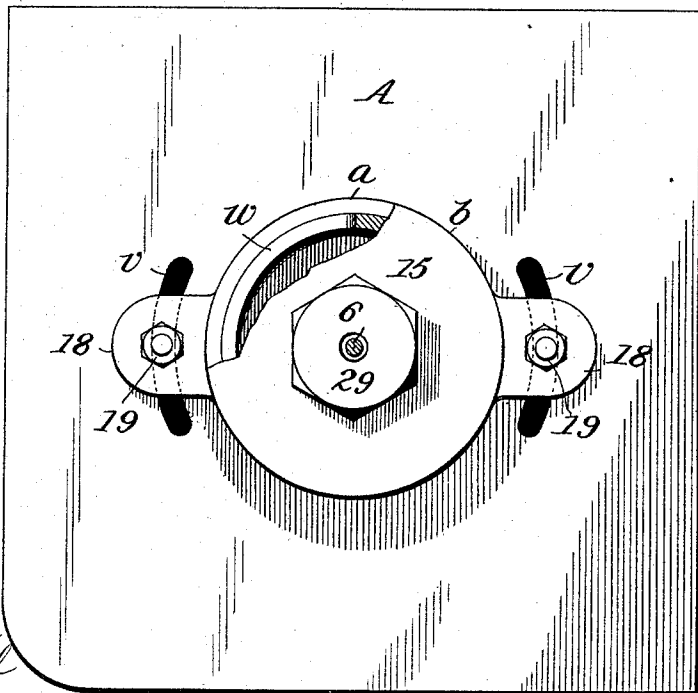
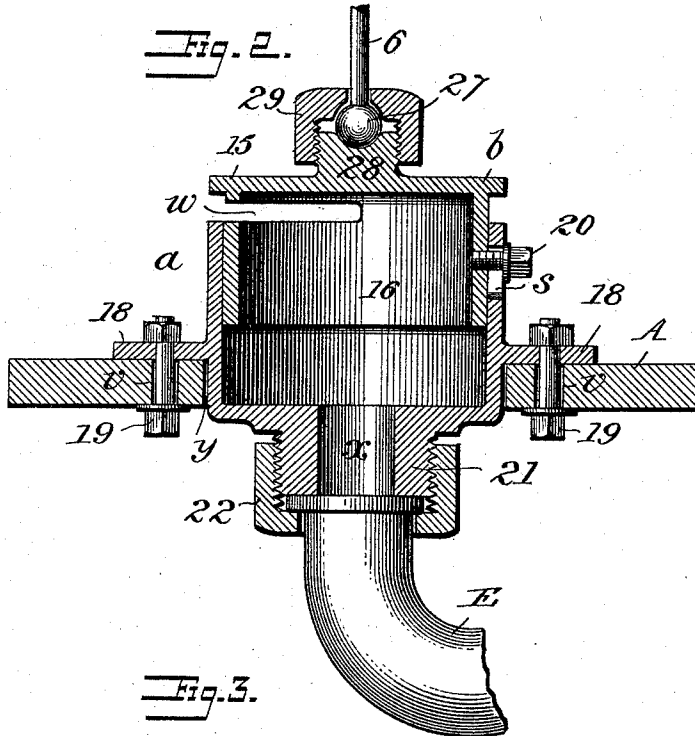
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2 Sheets—Sheet 2.

E. T. WESTERFIELD. SPRINKLING WAGON.

No. 527,353.

Patented Oct. 9, 1894.



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UNITED STATES PATENT OFFICE.

EUGENE T. WESTERFIELD, OF NEW YORK, N. Y., ASSIGNOR TO THE WESTERFIELD WAGON AND SPRINKLING TRUCK COMPANY, OF SAME PLACE.

SPRINKLING-WAGON.

SPECIFICATION forming part of Letters Patent No. 527,353, dated October 9, 1894.

Application filed October 20, 1893. Serial No. 488,720. (No model.)

To all whom it may concern:

Be it known that I, EUGENE T. WESTERFIELD, a citizen of the United States, residing in New York city, county, and State, have invented certain new and useful Improvements in Sprinkling-Wagons, of which the following is a specification.

My invention relates to street sprinkling apparatus, and my invention consists in certain improvements in the construction of sprinkling valves and their operating appliances as fully set forth hereinafter and as illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of a street sprinkler having my improvements. Fig. 2 is an enlarged section of the sprinkling valve device. Fig. 3 is a plan of the part shown in Fig. 2.

The sprinkler consists of a metallic casing in the form of a cylinder *a*, open at one end and provided with an inlet port *x*, at the opposite end, and a valve *b*, consisting of a disk 15, having an annular flange 16, fitted to fit neatly but movably in the cylinder *a*, and with a slot *w* in the flange 16, a short distance below the disk 15, and extending for a part of the circumference of the flange. These parts are so arranged that when the valve *b*, is down, the slot *w* constituting the discharge port will be closed by the cylinder *a*, and this slot or port may be opened more or less by lifting the valve to a greater or less extent.

As street sprinkling wagons are usually constructed the sprinklers are of such a character and so adjusted that the streams from the two sprinklers may either fail to meet, in which case there is an unsprinkled section of the pavement, or the two streams meet each other above the pavement forming a heavy stream that results in producing lines of mud or undesirable streams of water upon the pavement. Whichever may be the result of the arrangement the sprinkling devices cannot be altered in their adjustment and there is no remedy for the defect.

By the use of a sliding valve having a curved port *W*, and by providing means for turning the valves or the cylinders or both to desired positions and securing them after ad-

justment I am enabled to so regulate the discharge that the two streams will meet without overlapping each other so that the entire pavement will be fully sprinkled without throwing the water to an undue extent to any one point.

Different means may be employed for turning the valves upon the vehicle.

As shown, each platform *A* has a recess *y*, to receive the cylinder *a*, and through ears or flanges 18, on the outside of the cylinder extend bolts 19, which pass through curved slots *v*, *v*, and permit the cylinder *a*, to be turned to carry the valve *b* to any desired position. The valve is caused to turn with the cylinder by a screw bolt 20, extending from the flange of the valve through a vertical slot *s*, in the cylinder *a*. To permit this turning of the cylinder without disarranging this connection of the cylinders with the inlet pipe *E*, I provide each cylinder with a threaded neck 21, communicating with the port *x*, to which neck is coupled the flanged end of the pipe *E*, by an ordinary screw coupling cap 22. It will of course be evident that where the valve is turned instead of turning the cylinder the latter may be clamped immovably upon the platform. As the valve *b* slides freely in a vertical direction it will be seen that the extent of the discharge port *w*, and consequently the character of the stream may be varied by a single movement of the operator. The valve may be shifted by the act of the operator through the medium of any suitable devices. Thus each valve is connected by a rod 6, to a bell crank lever 12 which is connected to an arm 9, on the rock-shaft 10, provided with a foot lever or treadle 11. A spring 24, coiled round the rod 6, and bearing on a collar 25 on the rod serves to depress the latter and the valve, while the pressure of the foot upon the lever 11 serves to elevate the valve. I have found that it requires nice adjustment to enable the valve to be operated with the precision required and that this nice adjustment may be secured by the use of an extensible connection between each bell crank 12, and arm 9. Thus, I connect the crank and arm by a connecting rod consisting of two sections 7, 8, connected by a screw buckle 26, which may be turned to vary the

length of the connecting rod and secure any desired adjustment to the valve. The connecting of the valve rigidly with the elevating rod 6 would subject the valve to strains 5 resulting from the lateral play or swinging of the rod which would tend to bind the valve in the cylinder and render the valve difficult to adjust, and also cause it to wear away rapidly. To overcome this I connect the valve 10 flexibly or jointedly with the rod in any suitable manner. As shown, the rod is provided with a terminal ball 27, moving freely in sockets in a threaded lug 28, and screw cap 29. This permits any desired play of the rod 15 while it secures the vertical adjustment of the valve from the movement of the rod.

By the construction of valve described the operator may, at will, vary the extent of the discharge port or open or close it by a single 20 movement, and it will be seen that I secure all the desired results with such a device without using any stuffing box or any packing for the valve, and that the device is of such a construction that it can be manufac-

25 tured with but little machine or dressing of the parts made of cast metal.

Without limiting myself to the precise construction and arrangement of parts shown and described, I claim—

In a sprinkling wagon, the combination of a 30 support provided with curved slots, a flanged cylinder provided with a union coupling at the bottom and rotarily adjustable in said slots, said cylinder also having the vertical slot, the cap provided with a flange having 35 a discharge port and guided in said vertical slot, the ball and socket at the top, and connections extending to the seat of the driver, and the inlet pipe supplying the valve at the bottom, substantially as shown and described. 40

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

EUGENE T. WESTERFIELD.

Witnesses:

GEO. E. TERRY,
CHARLES E. FOSTER.