

L. F. Brancroft

Sprinkler

Patented Mar. 3. 1868

No. 75111

Fig. 1.

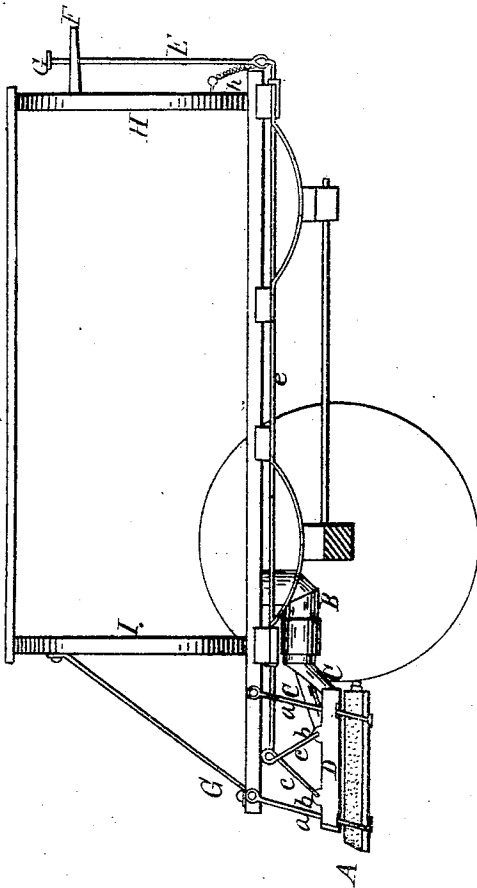


Fig. 2.

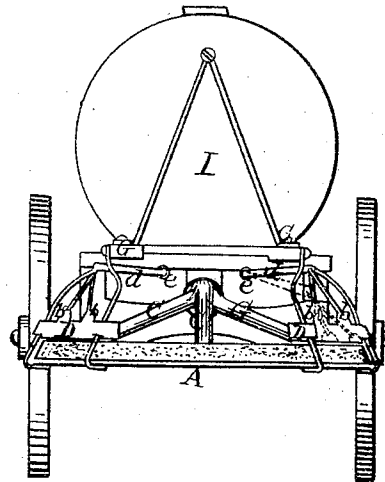
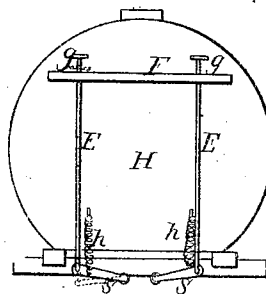


Fig. 3.



Witnesses:

Thos H. Dodge
D L Miller

Inventor,

L. F. Brancroft.

United States Patent Office.

L. F. BANCROFT, OF WORCESTER, MASSACHUSETTS, ASSIGNOR TO HIMSELF AND ANDREW B. YETTER, OF NEW YORK CITY.

Letters Patent No. 75,111, dated March 3, 1868.

IMPROVEMENT IN STREET-SPRINKLERS.

The Schedule referred to in these Letters Patent and making part of the same.

KNOW ALL MEN BY THESE PRESENTS:

That I, L. F. BANCROFT, of the city and county of Worcester, and Commonwealth of Massachusetts, have invented certain new and useful Improvements in Street-Sprinklers; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 represents only so much of a street-sprinkler as is necessary to illustrate my present invention.

Figure 2 represents a rear view of fig. 1, and

Figure 3 represents a front view of fig. 1.

To enable those skilled in the art to which my invention belongs to make and use the same, I will proceed to describe it more in detail.

In the drawings, the part marked A represents the strainer or sprinkler, from the holes in which the water issues to water and sprinkle the streets in the ordinary manner. The water passes from the water-tank, not fully shown in the drawings, to the sprinkler A through the main pipe B and branch-pipes C C C.

To the use of sprinklers having a rear and side or lateral delivery there are objections, especially in crowded streets. The objections arise principally from the liability of the water to strike passing carriages and street-cars.

To obviate these objections is the object of my present invention, which consists, first, in the combination of side water-guards with the sprinkler; and, second, in the combination, with the water-guards, of mechanism, by means of which they can be operated by the driver from his seat on the top of the machine.

D D are water-guards, made to conform to the outer surface of the sprinkler. They are guided and kept in place, when operated, by the guide-rods *a a a*, fastened to the sprinkler, and also to the pieces G G, two guide-rods to each guard, and which guide-rods pass through loops or holes in the water-guard, as fully indicated in the drawings.

Each water-guard has two eyes, *b b*, into which the ends of the links *c c* hook, while the upper ends of the links *c c* are attached to the bent ends *d d* of the levers *e e*, which extend along under the body of the carriage part, and project sufficiently far in front thereof to permit the straight arms E E, which are connected, at their lower ends, to the front bent ends *f f* of levers *e e*, to pass up through the driver's foot-board F. Arms E E are provided with heads, *g g*, for convenience of operation.

The arms E E, levers *e e*, and water-guards D D, are held in the positions shown in dark lines in the drawings by means of two springs, *h h*, which are attached to the front bent ends *f f* of levers *e e*, and also to the front head-piece H, to which the foot-board F is attached.

When passing a car or carriage, the driver depresses arm E on the side next to the car or carriage, thereby operating the lever and water-guard D on that side of the sprinkler, as indicated in figs. 2 and 3 of the accompanying drawings. As soon as the carriage or car is passed, the driver removes his foot, when the spring *h* draws the parts back to the positions shown in dark lines in the drawings, and, the water-guard being raised, allows the water to issue in a lateral direction again.

It will be observed that the water-guards D, when depressed by the depression of their respective arms E E, as indicated in red lines, cover the perforations on the side of the sprinkler only, the water being allowed to issue in the rear, and on the other side when only one water-guard is lowered.

The water-guards can be operated by the feet of the driver, and, consequently, he can direct and govern his team more fully and carefully than he could if he had to use his hand to shut off and let on the water when passing a car or carriage, as is the case when using the common side and rear street-sprinkler now in common use.

H and I represent the heads of the water-tank for street-sprinklers, for which a patent has heretofore been granted to me.

Springs *h h* may be applied to the rear ends of the bent levers *e e*, and springs of a different construction substituted therefor, if preferred.

Having described my improved street-sprinkler, what I claim therein as new and of my invention, and desire to secure by Letters Patent, is—

1. The combination of the side water-guards D D with the sprinkler A, substantially as and for the purposes set forth.
2. The combination, with the water-guards D D, of the bent levers *e e*, arms E E, and springs *h h*, substantially as and for the purposes set forth.

L. F. BANCROFT.

Witnesses:

THOS. H. DODGE,

D. L. MILLER.