

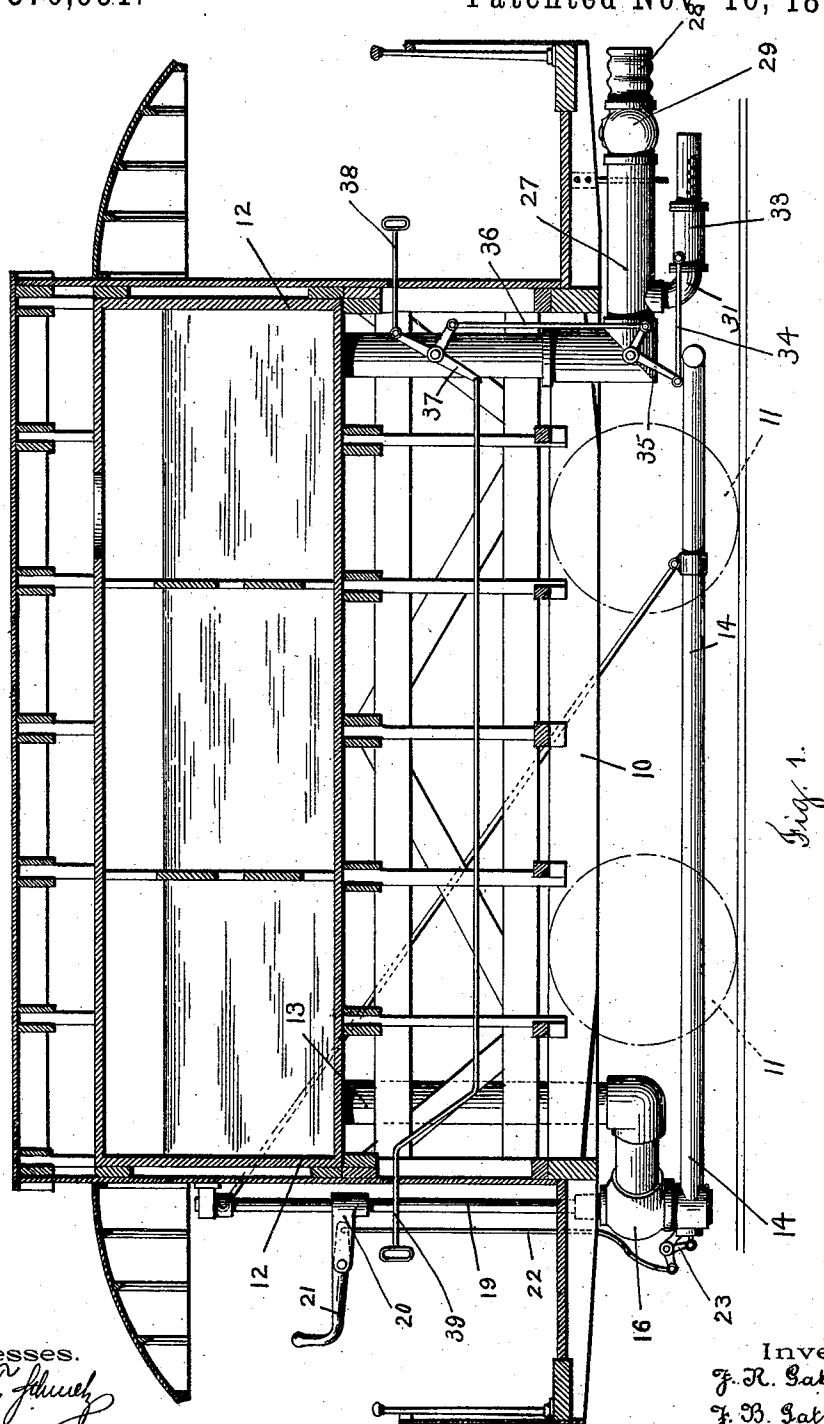
(No Model.)

2 Sheets—Sheet 1.

J. R. & J. B. GATHRIGHT.
RAILWAY STREET SPRINKLER.

No. 570,991.

Patented Nov. 10, 1896.



Witnesses.

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E. M. Kelly

Inventors

J. R. Gathright,
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Attorney's

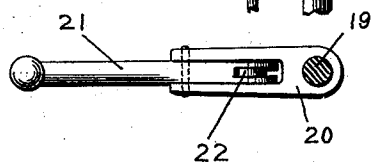
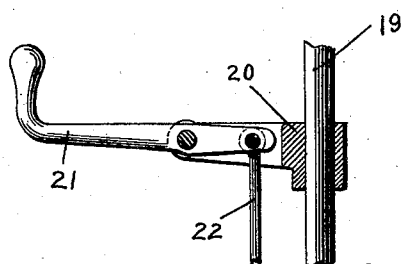
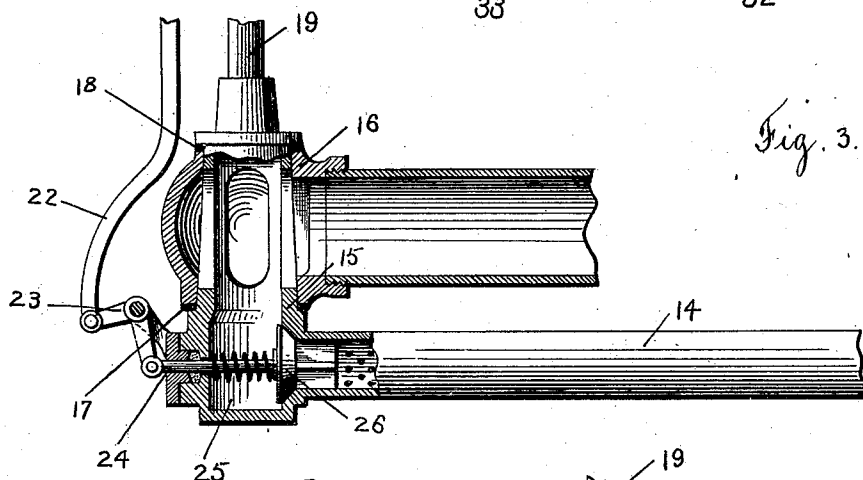
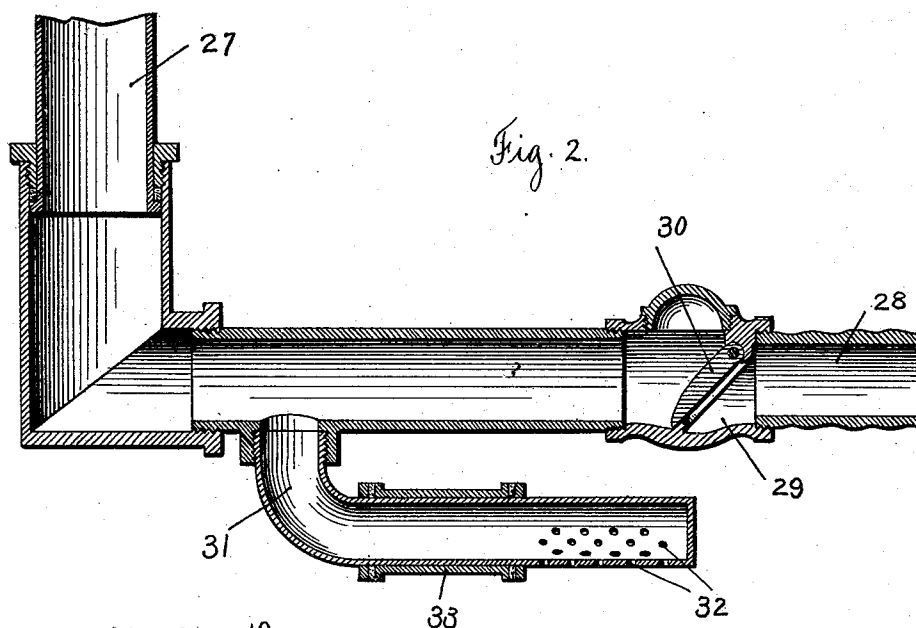
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2 Sheets—Sheet 2.

J. R. & J. B. GATHRIGHT.
RAILWAY STREET SPRINKLER.

No. 570,991.

Patented Nov. 10, 1896.



Witnesses.

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UNITED STATES PATENT OFFICE.

JOHN R. GATHRIGHT AND JOSIAH B. GATHRIGHT, OF LOUISVILLE, KENTUCKY, ASSIGNORS TO THE AMERICAN STREET CAR SPRINKLER COMPANY, OF WORCESTER, MASSACHUSETTS.

RAILWAY STREET-SPRINKLER.

SPECIFICATION forming part of Letters Patent No. 570,991, dated November 10, 1896.

Application filed March 20, 1896. Serial No. 584,034. (No model.)

To all whom it may concern:

Be it known that we, JOHN R. GATHRIGHT and JOSIAH B. GATHRIGHT, citizens of the United States, residing at Louisville, in the county of Jefferson and State of Kentucky, have invented a new and useful Improvement in Railway Street-Sprinklers, of which the following is a specification.

Our invention relates to that class of car-sprinklers which are illustrated in Letters Patent No. 378,672, granted to John R. Gathright February 28, 1888.

The objects of our present invention are to provide an improved valve for turning on and off the supply of water to the perforated sprinkling-pipe, to arrange the devices so that a single handle may be used for moving the pivoted sprinkler-pipe and for turning on and off the supply of water, and to provide an improved track-sprinkler which is combined with and supplied from the filler-pipe.

To these ends our invention consists of the parts and combinations of parts, as hereinafter described, and more particularly pointed out in the claims at the end of this specification.

In the accompanying two sheets of drawings, Figure 1 is a longitudinal sectional view of a car-body provided with sprinkling devices constructed according to our invention. Fig. 2 is an enlarged detail view of the combined track-sprinkler and filler-pipe. Fig. 3 is an enlarged detail view illustrating the form of shut-off valve which we preferably employ, and Figs. 4 and 5 are detail views of one of the operating-handles.

Referring to the drawings and in detail, 10 designates the car-body, which is mounted on wheels, as indicated at 11. Mounted on the car-body 10 is a tank 12. These parts have substantially the same function as the corresponding parts illustrated in Patent No. 378,672, before referred to, and need not be herein described at length. Leading from the tank 12 at substantially diagonally opposite corners of the car-body are vertical supply-pipes 13. The supply-pipes 13 are provided at their ends with casings 16. Pivotally mounted in the casings 16 are hollow pieces 15. Packing-rings, as 17 and 18, are

preferably employed for forming tight joints between the pieces 15 and the casings 16. Connected to the upper ends of the pieces 15 are vertical operating-shafts, as 19. Leading from the lower end of the hollow pieces 15 are sprinkler-pipes 14, perforated along one of their sides. At their lower ends the hollow pieces 15 are provided with valve-casings, as 25. Extending into the valve-casings 25, through suitable stuffing-boxes, are valve-stems 24. Mounted on the valve-stems 24 are shut-off valves 26, which are arranged substantially in line with the sprinkler-pipes. Suitable springs are coiled around the valve-stems 24 to normally keep the shut-off valves closed. At their outer ends the valve-stems 24 are connected to bell-crank levers 23.

Secured upon the vertical shafts 19 are brackets 20. Pivotally mounted in the brackets 20 are operating-handles 21, which are connected at their inner ends by links 22 to the bell-crank levers 23. By means of this construction it will be seen that the operating-handles 21 may be employed for turning the sprinkler-pipes so that the same can extend at the desired angle with respect to the car-body, and that by bearing down upon the operating-handles 22 the valves 26 may be opened and water admitted to the perforated sprinkler-pipes. Thus by manipulating a single handle the operator can turn a sprinkler-pipe to the desired position and can turn on or off the supply of water, as desired.

Connected to the tank 12, near one end of the car-body, is a filler-pipe 27. At its end the filler-pipe 27 is provided with a coupling or nozzle 28, so that the same be readily and quickly coupled to a hydrant or other source of water supply. Located immediately adjacent to the coupling 28 is a valve-casing 29. Mounted in the valve-casing 29 is a check-valve 30.

By locating the check-valve 30 adjacent to the nozzle or coupling 28 we are enabled to retain substantially all of the water which enters the filler-pipe and do not allow the contents of the filler-pipe to run to waste, which has heretofore ordinarily been the case in car-sprinklers of that class to which our invention relates.

In order to save piping and to do away with a multiplicity of connections with the supply-tank, we preferably employ a filler-pipe for supplying the track-sprinklers.

5 As illustrated, the filler-pipe 27 is connected to and carries a pipe 31, which is perforated, as at 32. It is obvious, however, that instead of providing a separate sprinkler-pipe which extends down from and is carried by the filler-
10 pipe we may perforate the filler-pipe itself and employ the same as a track-sprinkler. A sleeve, as 33, is mounted upon the pipe 31 in position to cooperate with or cover the perforations 32. A bell-crank lever, as 35, is
15 connected to operate the sleeve 33 by means of a link, as 34. Extending from the bell-crank lever 35 is a link 36, which is connected to a three-armed lever 37. Connected to a second arm of the three-armed lever 37 is an
20 operating-handle 38, which is located in position to be operated from one platform of a car. Also connected to the three-armed lever is a link 39, which is provided with a handle located in position to be operated from the
25 other platform of the car. By means of this construction it will be seen that the supply of water from the track-sprinkler can be turned on or off, as desired, from either end of the car.

We are aware that many changes may be made in the construction of railway-car sprinklers by those who are skilled in the art without departing from the scope of our invention as expressed in the claims. We do not wish, therefore, to be limited to the construction which we have shown and described, but
35 What we do claim, and desire to secure by Letters Patent of the United States, is—

1. In a device of the class described, the combination of a car-body, a tank thereon, a
40 pivotally-mounted, perforated sprinkler-pipe supplied from said tank, a valve for controlling the flow of water through the sprinkler-pipe, and an operating-handle mounted so that it may be swung or turned horizontally
45 to move the sprinkler-pipe to the desired position, and so that it may be depressed to operate the valve, substantially as described.

2. In a device of the class described, the combination of a car-body, a tank thereon, a
50 pivotally-mounted, perforated sprinkler-pipe, supplied from said tank, a vertical shaft for turning the sprinkler-pipe, a valve for controlling the flow of water through said sprinkler-pipe, and an operating-handle pivotally
55 mounted on the vertical shaft and connect-

ed to actuate the valve, substantially as described.

3. In a device of the class described, the combination of a supply-pipe, a casing located at the end of said supply-pipe, a piece pivotally mounted in said casing, a sprinkler-pipe carried by said piece, a valve mounted in said piece in line with said sprinkler-pipe, and means for actuating said valve, substantially as described. 60 65

4. In a device of the class described, the combination of a supply-pipe, a casing carried by said supply-pipe, a hollow piece pivotally mounted in said casing, a sprinkler-pipe connected to said piece, a valve located in line with said sprinkler-pipe, and a single handle connected to turn said sprinkler-pipe and to actuate said valve, substantially as described. 70

5. In a device of the class described, the combination of a supply-pipe, a casing carried by said supply-pipe, a piece pivotally mounted in said casing, a shaft connected to the upper end of said piece, a sprinkler-pipe leading from the lower end of said piece, a spring-pressed valve located in said piece in line with said sprinkler-pipe, and a handle pivotally connected to said shaft, for simultaneously turning said shaft and actuating said valve, substantially as described. 75 80

6. The combination of a car-body, a tank mounted thereon, and a filler-pipe leading to said tank, said filler-pipe being provided with sprinkling devices, substantially as described. 85

7. The combination of a car-body, a tank mounted thereon, and a filler-pipe leading to said tank, said filler-pipe being provided with sprinkling devices, a coupling or nozzle at its end, and a check-valve adjacent to said coupling, substantially as described. 90

8. The combination of a car-body, a tank mounted thereon, a filler-pipe leading to said tank, a perforated track-sprinkler pipe carried by and secured to said filler-pipe, a sleeve for covering the perforations in the track-sprinkler pipe, and connections for actuating said sleeve from the platform at either end of the car, substantially as described. 95 100

In testimony whereof we have hereunto set our hands in the presence of two subscribing witnesses.

JOHN R. GATHRIGHT.
JOSIAH B. GATHRIGHT.

Witnesses:

E. S. FOOTE,
OWEN GATHRIGHT, Jr.