

(No Model.)

2 Sheets—Sheet 1.

E. HENRY.
STREET SPRINKLER.

No. 556,097.

Patented Mar. 10, 1896.

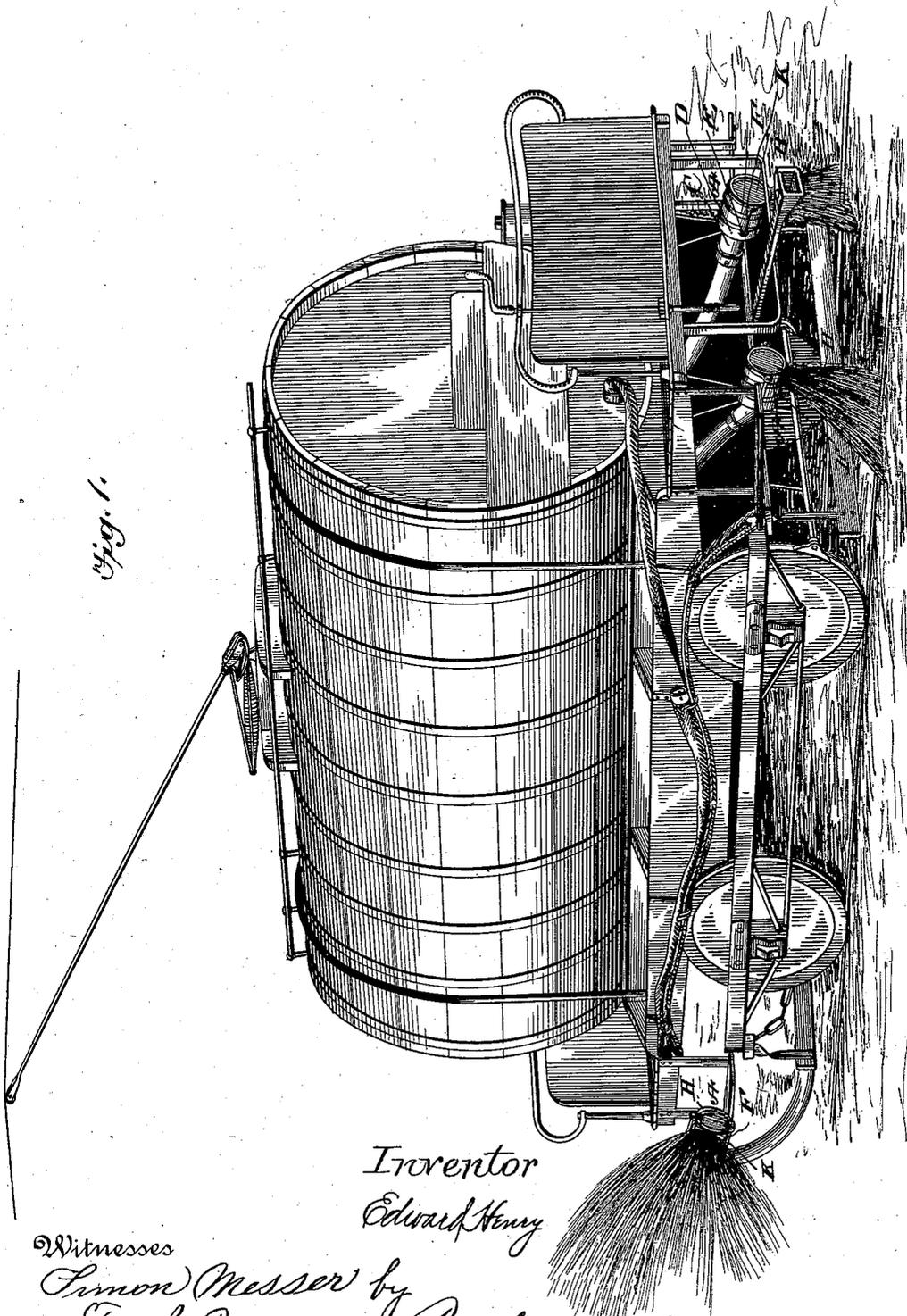


Fig. 1.

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Edward Henry

Witnesses

Simon Messer by
Frank. Barry

Bishop & Imirie Attorneys

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Fig. 2.

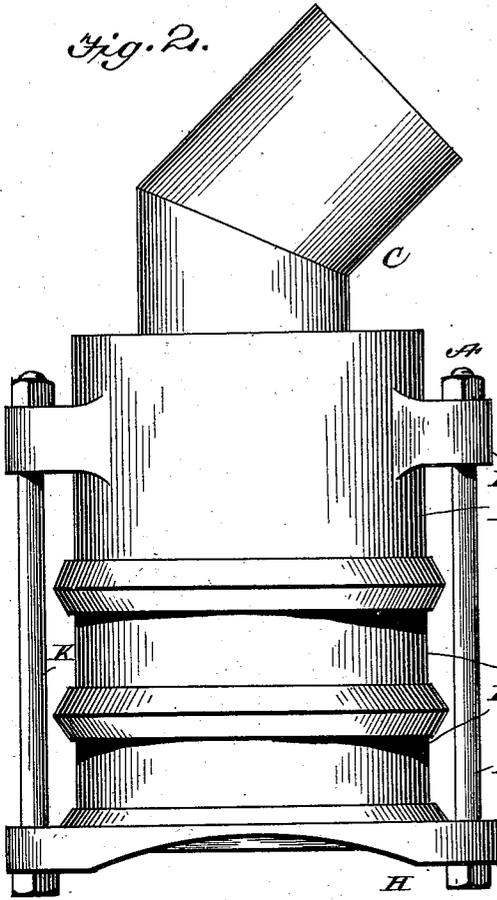


Fig. 3.

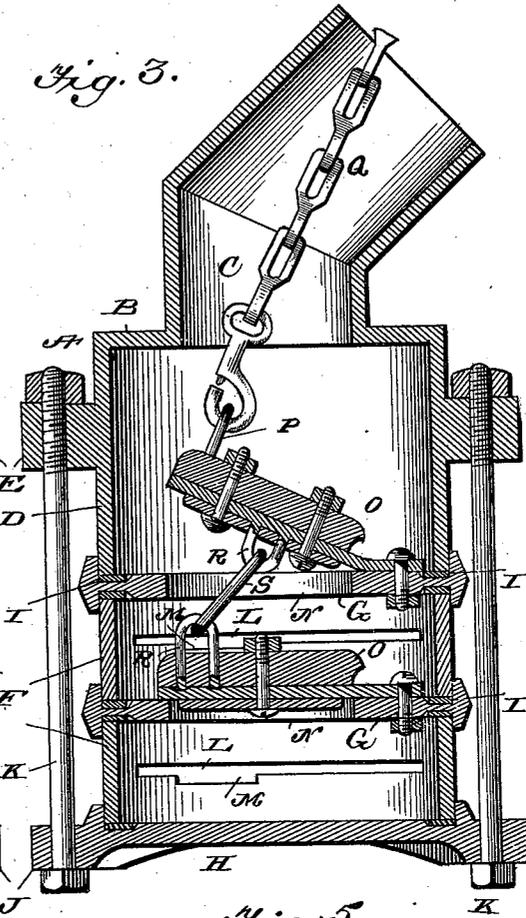


Fig. 4.

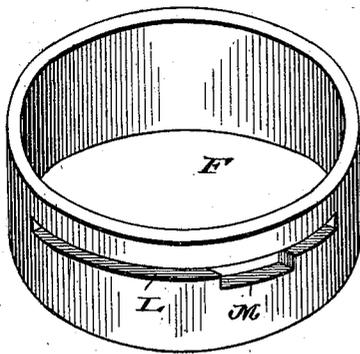
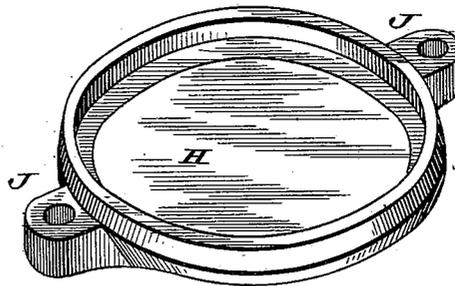


Fig. 5.



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UNITED STATES PATENT OFFICE.

EDWARD HENRY, OF JACKSONVILLE, ILLINOIS.

STREET-SPRINKLER.

SPECIFICATION forming part of Letters Patent No. 556,097, dated March 10, 1896.

Application filed August 9, 1895. Serial No. 558,751. (No model.)

To all whom it may concern:

Be it known that I, EDWARD HENRY, a citizen of the United States, residing at Jacksonville, in the county of Morgan and State of Illinois, have invented certain new and useful Improvements in Street-Sprinklers; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to improvements in street-sprinklers; and it consists in certain novel features of construction whereby the device is made efficient for use on railroads to sprinkle and clean the tracks.

In the annexed drawings, Figure 1 is a perspective view of an electric motor-car equipped with my improved sprinkler. Fig. 2 is an enlarged side view of the discharging-cylinder. Fig. 3 is a longitudinal section of the same. Fig. 4 is a detail view of one of the cylinder-rings, and Fig. 5 is a detail view of the outer end or head of the cylinder.

My sprinkler is mounted on a car-truck in any convenient manner and may be and preferably is arranged on a motor-car, as shown in Fig. 1. The tank is of the usual or any preferred construction and the water is conveyed therefrom to the discharging-cylinder A through an ordinary hose, as will be readily understood.

The inner end or head B of the discharging-cylinder is formed integral with a bent tube C, over which the end of the hose is fitted. A portion D of the sides of the cylinder is also formed integral with the head B, and at diametrically-opposite points of said portion I provide the external eyes or perforated lugs E, the function of which will presently appear. Beyond the main portion the cylinder is composed of a series of rings F, any number of which may be employed. The rings are separated from each other and from the main portion of the cylinder by the partitions or valve-seats G, and the outer ring bears against the outer cylinder head or end H, so that the structure presents a cylinder having a series of chambers or compartments. The partitions

G consist of disks having annular grooves I in both faces which receive the edges of the cylinder sides and rings, suitable packing being employed to make a water-tight joint. The outer end of the cylinder is constructed with the eyes or perforated lugs J, through which and the lugs E, I insert the fastening-bolts K, as shown. When the nuts on the ends of the bolts are turned home, the several parts will be drawn closely and compactly together, so as to make a rigid structure, and the partitions will be clamped between the adjacent parts.

The rings F are formed with the slots L extending part way around their peripheries, which may be set or turned at any elevation, and thus throw a spray of water in any desired direction and having notches M in one of their walls, as shown, and the partitions G have central openings N, which are normally covered by the valves O, secured to the partitions at one side of the openings. The innermost valve is formed with an eye P, which is engaged by the end of a chain or rope Q, extending upward through the hose and the tank to a point within convenient reach of the motorman or other attendant. On the under side of said valve and the opposing side of the next adjacent valve I provide the eyes R, which are engaged by the ends of a link S, whereby the valves are connected. This link should be of such a length that the upper or innermost valve may be opened a slight distance before commencing to pull on the second valve, thus permitting the water to escape through only one opening when light sprinkling is desired.

The construction and arrangement of the several parts of my sprinkler being thus fully set forth the operation of the same will it is thought, be readily understood. The water is stored in the tank and passes therefrom to the discharging-cylinder. When the valves are opened, the water will rush out through the narrow slots in the rings and will scatter over a large surface if the cylinder be disposed at an elevation, but when the cylinder is arranged near the track-rails, as shown in the drawings, the water will be more concentrated and will rush against the rails with force sufficient to entirely clean the same of all gravel and similar small obstructions. The dust will

be effectually laid and prevented from rising into the machinery and causing undue wear on the same, besides making the riding more enjoyable to the passengers. The notches in the side walls of the escape-slots are so arranged as to permit a slightly-larger stream of water to escape directly over the surface of the rails than at the side of the same. By this means the hollow of the rail is washed or swept out.

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

In a street-sprinkler, the discharging-cyl-

inder consisting of a series of rings, each having an escape-slot, a head portion having an elbow to which the supply-hose is fitted, a series of partitions arranged between the said rings, valves on said partitions controlling the flow of water therethrough, and clamping-bolts to secure the said several parts firmly together.

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

EDWARD HENRY.

Witnesses:

CHARLES A. BARNES,
M. FOX.