2 Sheets—Sheet 1.

H. MITCHELL.

SPRINKLING ATTACHMENT FOR RAILROAD CARS.

No. 28,764. Patented June 19, 1860.

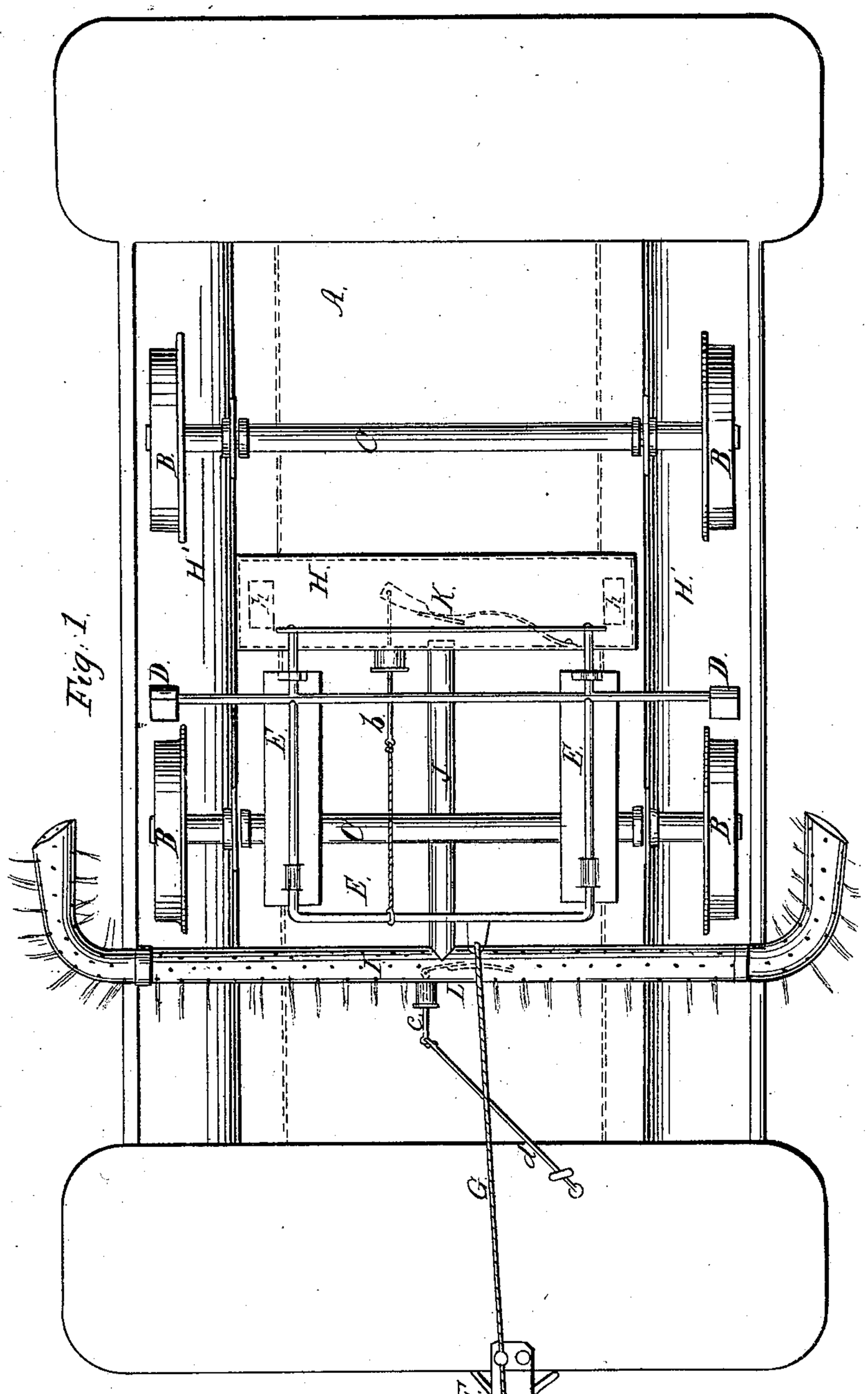


Fig. 1.

Witnesses:
James H. Lucidey
John W. White

Inventor:
Knight Brothers Attorneys
For Henry Mitchell

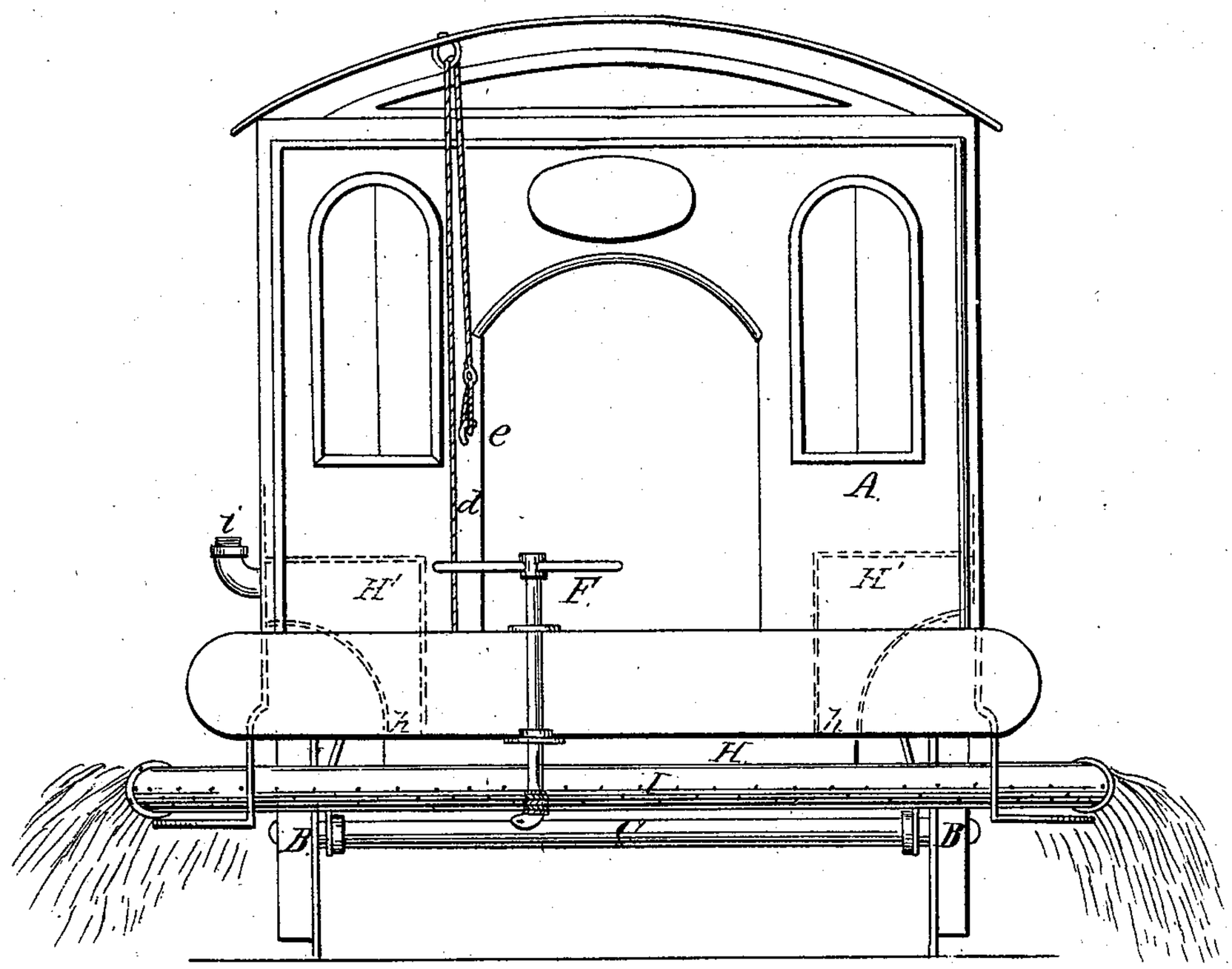
2 Sheets—Sheet 2.

H. MITCHELL.

SPRINKLING ATTACHMENT FOR RAILROAD CARS.

No. 28,764. Patented June 19, 1860.

Fig: 2.



Witnesses:

James McLuidby
John W. Clute.

Inventor.

Knight Brothers Attorneys
For Henry Mitchell

UNITED STATES PATENT OFFICE.

HENRY MITCHELL, OF CINCINNATI, OHIO.

SPRINKLING ATTACHMENT FOR RAILROAD-CARS.

Specification of Letters Patent No. 28,764, dated June 19, 1860.

To all whom it may concern:

Be it known that I, HENRY MITCHELL, of Cincinnati, Hamilton county, Ohio, have invented a certain new and useful Water-Sprinkling Attachment to Street or other Railroad Cars; and I hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings, making part of this specification.

My invention consists in the provision of a water sprinkling apparatus to street or other rail road cars by means of which said cars may sprinkle the roads they traverse and thus dispense with the "water cart," said apparatus being so arranged that the water discharge when the cars are in motion may be controlled by the attendant conductor, and instantly and certainly stopped by the application of the brakes for the stoppage of the car.

In the accompanying drawings Figure 1 is a view of the underside of a street rail road car with my attachment and Fig. 2 an end elevation of the same.

A, B, and C are respectively the body, wheels and axles of the car.

D D are the car brakes fitted to a sliding frame E and arranged to be operated by capstan F through rope or chain G.

H, H′, are water tanks arranged as shown at the bottom and under the seats of the car. They communicate by means of openings *h*, *h* and are filled with water through pipe *i*.

I is a tube suitably shaped and perforated for water sprinkling. It is connected to the water tank by means of pipe J. Seating on the ends of the pipe J and attached inside of the water tank and sprinkling tube respectively, at *a a*, are the spring valves K, L. The valve K is connected by means of a rod *b*, passing through a suitable water tight stuffing box, to the brake frame E. Its spring serves to keep it open and the brakes free of the wheels when the same are not under the action of the capstan.

When the cars are in motion, and the brakes D D of necessity free of the wheels, the valve K is open. On the application of the brakes for the stoppage of the car the valve is closed and the communication between tank and sprinkler stopped, thus preventing the flow of water in waste while the car is stationary.

The valve L is designed to give the conductor full control of the water discharge when the car is in motion. Its spring is set to keep the valve closed but by means of packed rod *c* and hand line *d* it may be opened and its area of opening adjusted by the attendant to suit the requirements of the road. The valve may be held in its adjusted position by hooking the line *d* over suitable studs *e* (Fig. 2.)

I am aware that sprinkling cars have previously been used on railways and so constructed that the water may be stopped or discharged at will be valves operated by hand.

I claim as new and of my invention herein—

The combination of the tanks H, H′, sprinkling tubes I, J, valve K and brake gearing E, F, arranged and operating substantially as and for the purposes set forth.

In testimony of which invention, I hereunto set my hand.

HENRY MITCHELL.

Witnesses:

GEO. H. KNIGHT,

FRANCIS MILLWARD.