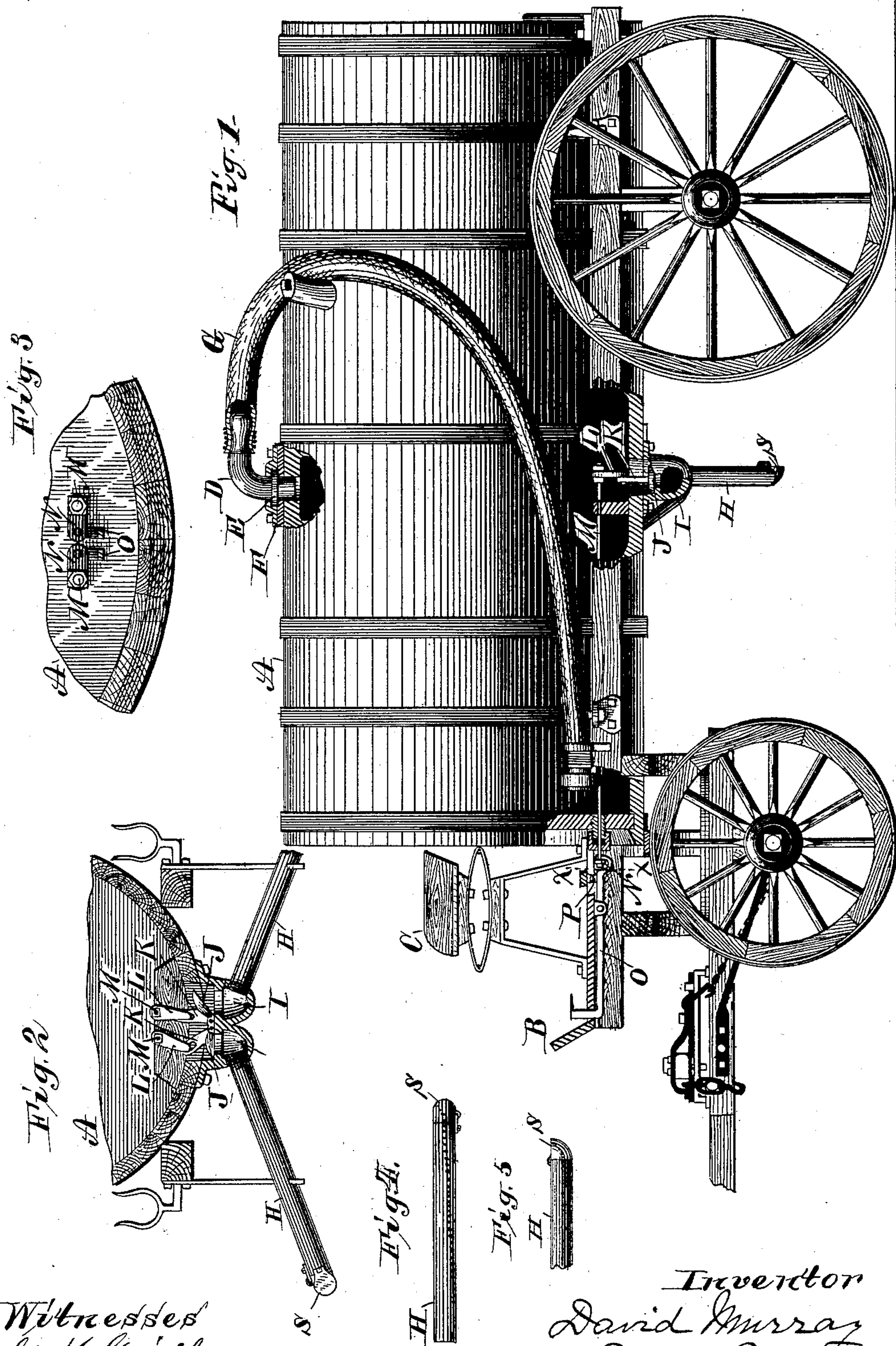


(No Model.)

D. MURRAY.
STREET SPRINKLER.

No. 354,515.

Patented Dec. 14, 1886.



Witnesses
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UNITED STATES PATENT OFFICE.

DAVID MURRAY, OF MILWAUKEE, WISCONSIN.

STREET-SPRINKLER.

SPECIFICATION forming part of Letters Patent No. 354,515, dated December 14, 1886.

Application filed June 11, 1886. Serial No. 204,828. (No model.)

To all whom it may concern:

Be it known that I, DAVID MURRAY, of Milwaukee, in the county of Milwaukee and State of Wisconsin, have invented new and useful Improvements in Street-Sprinklers; and I do hereby declare the following to be a full, clear, and exact description of said invention, reference being had to the accompanying drawings, and to the letters or figures of reference marked thereon, which form a part of this specification.

The objects of my invention and the means by which those objects are secured will be understood from the following description, aided by a reference to the accompanying drawings, in which—

Figure 1 is an elevation of a street-sprinkler embodying my improvements, parts being broken away to show other parts more fully. Fig. 2 is a view of the water-discharging mechanism, a part in cross-section. Fig. 3 is a vertical cross-section on line *xx* of Fig. 1. Figs. 4 and 5 are details.

The tank A is supported on a truck or wagon in the usual manner, and is provided with a foot-board, B, rigid to the tank and extending forwardly therefrom, on which a driver's seat, C, is erected and supported.

In the top of the tank A there is an aperture adapted for taking in water, which aperture is provided with a horizontally swinging or rotating tubular bent pipe, D, near the lower and inner end of which is an annular collar, E, rigid thereon, which collar rests upon the top of the tank or a plate on the tank about the aperture, and is within and beneath a chambered keeper, F, which keeper is bolted rigidly to the tank and holds the pipe D steadily in position, but permits it to swing round horizontally freely, as before stated. To the free outer end of the pipe D the water-intaking hose G is connected.

Located centrally beneath the tank are two opposite outwardly and downwardly extending water-discharging pipes, H H. The outer ends of these pipes H H terminate in a cap, S, preferably hinged to the pipe and provided with a curved or rounded and perforated outer end, and the upper inner end of each terminates in a throat, I, leading into the tank A and adapted to be closed by a valve, J. Each

of the valves J is provided with an upwardly-extending arm, K, having a slot in its upper end, in which slot a pin on an arm, L, is received and has its bearing. The arm L at its other end is rigid to and is supported on a rock-shaft, M, which is supported in bearings, and extends horizontally to and through the front end of the tank in a water-tight packing-box, terminating in a rigid right-angled crank-arm, N. The outer end of the arm N is connected with the inner end of a lever, O, which lever is pivoted centrally in the foot-board B, its outer end being turned upwardly through the foot-board and being adapted to receive actuating force thereon from the driver's foot.

It will be seen that by pressing down on the front end of the lever O the rear end of that lever and the outer end of arm N will be raised, whereby, through the rock-shaft M, the lower end of the arm L and the top of the arm J will be swung inwardly, and the valve J thereby opened, permitting the water to be discharged into the pipe H. The mechanism for operating each of the valves J J is entirely separate from the mechanism for operating the other one, the arms L, rock-shafts M, arms N, and levers O being in duplicate.

The pipes H H are each provided with a series of discharging orifices, which orifices, along so much of the pipe as is within the front and rear line of the wheels, are in the under side of the pipe, and are so arranged as to discharge the water downwardly directly toward the ground, and not against the wheels or other parts of the truck; and along the pipe outside of the wheels the orifices are in the rear side of the pipe and in the outside of its curved outer end, being so arranged as to throw the water outwardly away from the truck, the entire arrangement of orifices being such as to discharge and distribute the water evenly over the entire surface of the ground within the utmost limits of the water-discharge, but in such manner as not to throw the water against the wheels or other parts of the truck, or outwardly away from the truck, except only near the outer ends of the discharge-pipes.

What I claim as new, and desire to secure by Letters Patent, is—

1. In a street-sprinkler, a tank, A, supported

on a truck, in combination with perforated dis-
charging-pipes H H, located centrally beneath
the tank, the discharging-orifices, in which
pipes are located in the under side of so much
5 of them as is within the line of the wheels,
wherefrom the water is thrown directly to the
ground, and in so much of said pipes as is out-
side the lines of the wheels the discharging-
orifices are located in the rear sides and outer
10 ends of the pipes, whereby the water is thrown
outwardly horizontally away from the truck,
substantially as described.

2. In a street-sprinkler, a centrally-located
perforated discharging-pipe, H, provided with
a thereto hinged end cap having a curved outer 15
end and rear side provided with horizontal dis-
charging-orifices, substantially as described.

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

DAVID MURRAY.

Witnesses:

C. T. BENEDICT,
E. R. INMAN.