

(No Model.)

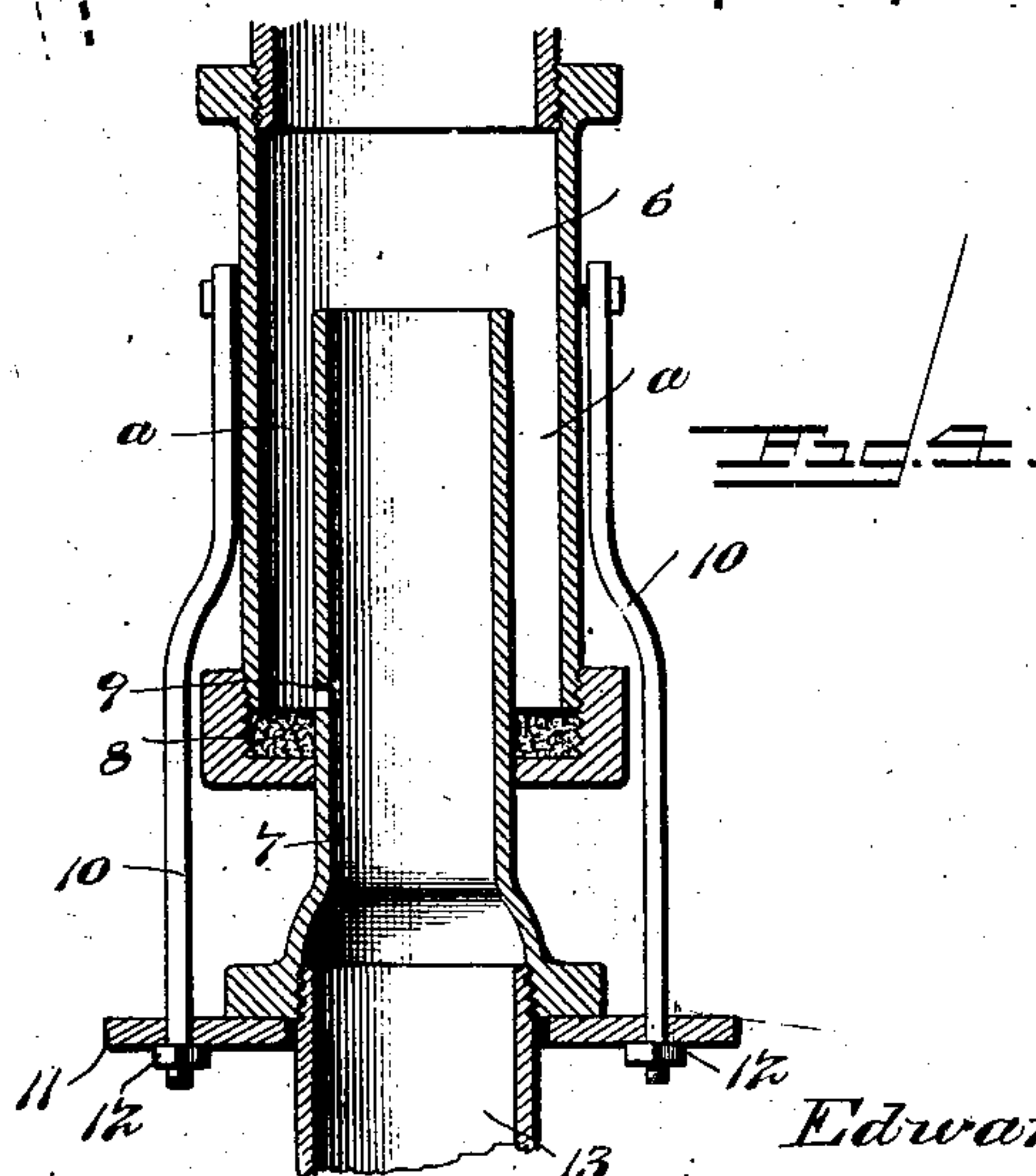
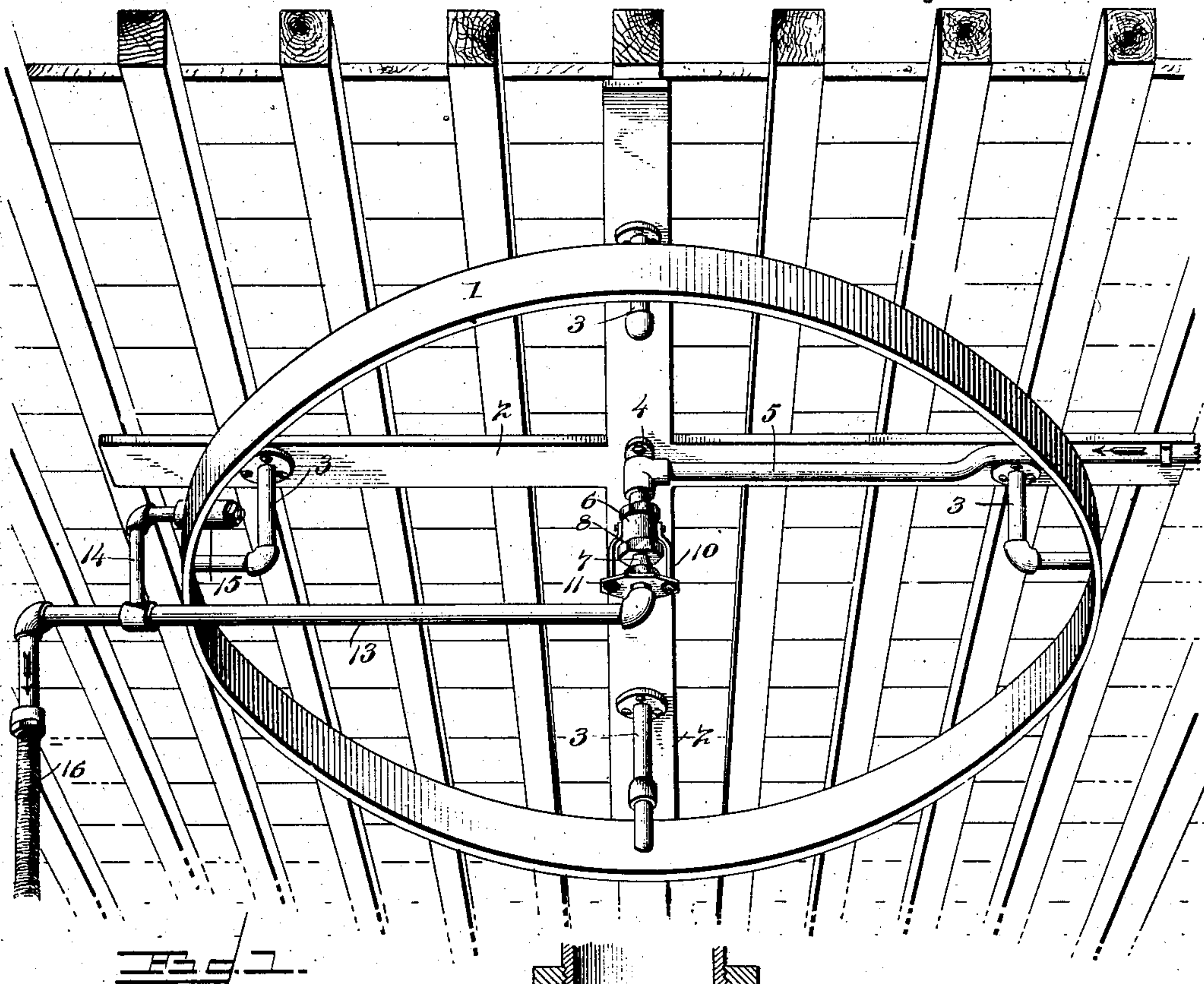
2 Sheets—Sheet 1.

E. J. GREEN & S. C. BROWN.

CARRIAGE WASHER.

No. 604,898.

Patented May 31, 1898.



Witnesses

E. H. Stewart

U. B. Hillyard

By their Attorneys,

Inventors

Edward J. Green

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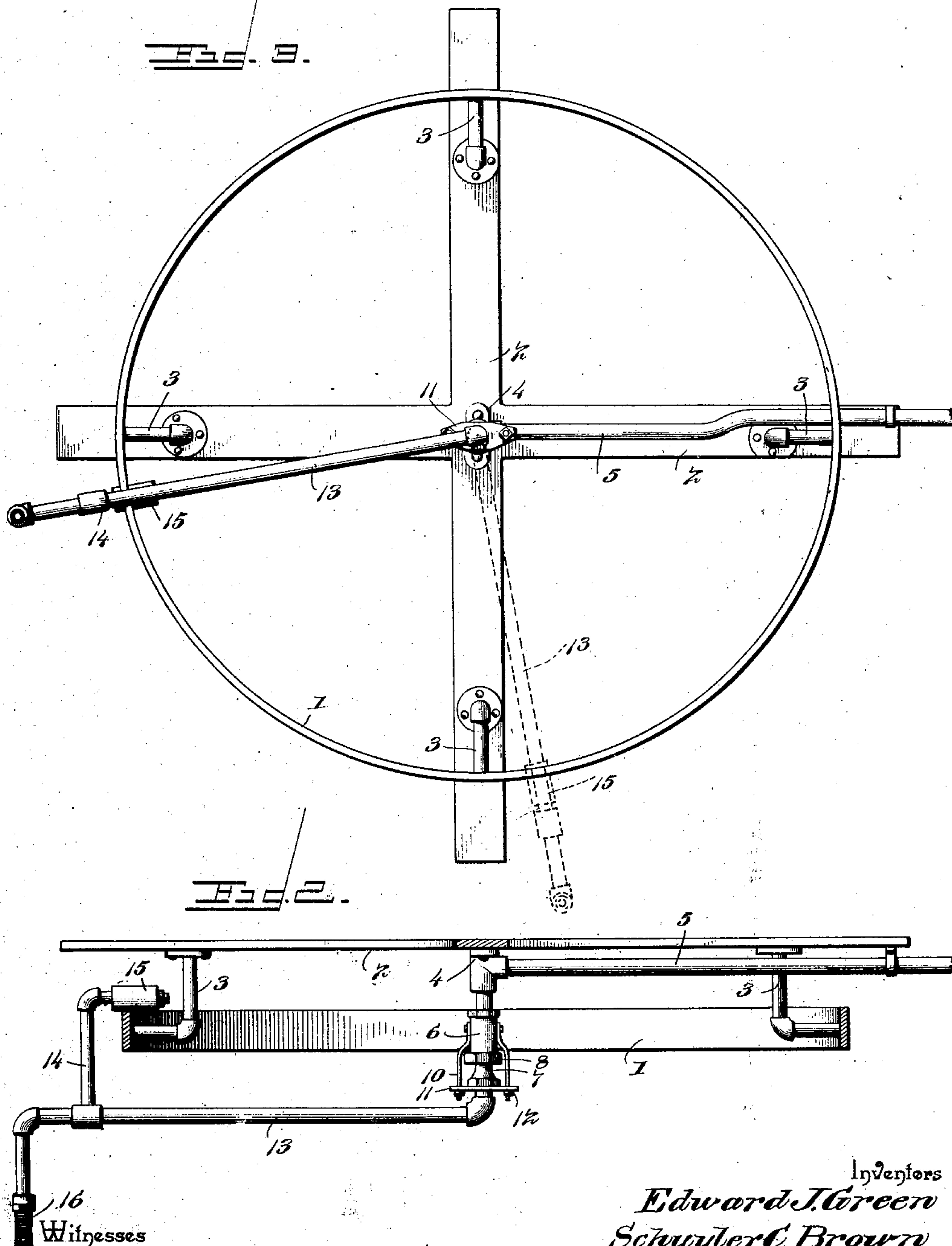
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UNITED STATES PATENT OFFICE.

EDWARD J. GREEN AND SCHUYLER C. BROWN, OF SARATOGA SPRINGS,
NEW YORK.

CARRIAGE-WASHER.

SPECIFICATION forming part of Letters Patent No. 604,898, dated May 31, 1898.

Application filed November 10, 1897. Serial No. 658,034. (No model.)

To all whom it may concern:

Be it known that we, EDWARD J. GREEN and SCHUYLER C. BROWN, citizens of the United States, residing at Saratoga Springs, in the county of Saratoga and State of New York, have invented a new and useful Carriage-Washer, of which the following is a specification.

This invention relates to apparatus for washing carriages, wagons, and like vehicles of the type comprising an overhead track of approximately circular outline and a hose-pipe connection adapted to travel upon and be supported by the said track, so as to admit of the hose-pipe being carried around the vehicle as the washing or cleaning operation progresses.

For a full understanding of the merits and advantages of the invention reference is to be had to the accompanying drawings and the following description.

The improvement is susceptible of various changes in the form, proportion, and the minor details of construction without departing from the principle or sacrificing any of the advantages thereof, and to a full disclosure of the invention an adaptation thereof is shown in the accompanying drawings, in which—

Figure 1 is a bottom perspective view of the apparatus in position. Fig. 2 is a transverse section thereof. Fig. 3 is a bottom plan view, the dotted lines showing the hose-pipe attachment moved to an adjusted position. Fig. 4 is an enlarged sectional view of the swivel connection.

Corresponding and like parts are referred to in the following description and indicated in the several views of the accompanying drawings by the same reference characters.

The approximately circular track 1 is attached to a ceiling or support overhead by suitable means, and inasmuch as stables are not lathed and plastered plates 2 are provided and bolted or otherwise attached to the beams and receive the brackets 3, by means of which the track is supported. These plates 2 are right-angularly disposed, so as to admit of the brackets 3 being located at four points equidistant in the circumferential length of the track. The brackets are of substantially L form, and, as illustrated, are constructed

of gas-fittings and are provided with bases which receive the fastenings, securing them to the plates 2.

A flanged elbow 4 is secured centrally of the plates and track, and a supply-pipe 5 is coupled to its horizontal branch and is in communication with the source of water-supply in the ordinary manner. A pipe 6 is fitted to the vertical branch of the elbow 4 and receives the upper portion of a pipe 7, which is fitted therein so as to turn freely. A stuffing-box 8, applied to the lower end of the pipe 6, secures a water-tight joint between the pipes 6 and 7 and can be screwed up in the ordinary manner to allow for wear or shrinkage, thereby insuring a tight joint being maintained. The pipe 7 is of less diameter than the pipe 6, thereby leaving a water-space α between it and the surrounding pipe. An opening 9 is formed in the side of the pipe 7 about in line with the stuffing-box 8 and provides for the escape of the water contained in the space α after the water has been turned off from the supply-pipe 5, thereby preventing freezing in cold weather.

Rods or bars 10 are secured at their upper ends to the pipe 6 at diametrically opposite points and are offset intermediate of their ends, so as to clear the stuffing-box 8, and their lower ends pass through openings in a yoke 11 and receive nuts 12, by means of which the yoke-plate 11 is held in place, so as to support the pipe 7. By removing the nuts 12 the pipe 7 can be withdrawn from the pipe 6 for inspection, for removing any obstructing matter from the drip opening 9, or for any desired purpose. A delivery-pipe 13, having an elbow at its inner end, is coupled to the lower end of the pipe 7 and has a bent arm 14 near its outer end provided with a roller 15, which travels upon the track 1 and supports the outer end of the delivery-pipe and the hose-pipe 16, coupled to a pendent extension thereof. The delivery-pipe 13 constitutes a connection between the hose-pipe and the supply-pipe, and its outer end travels in a circle, of which the swivel-joint 6 and 7 forms a center, thereby enabling the hose-pipe to be carried around a carriage or other vehicle, whereby the latter is accessible by a stream of water from all points.

The track 1 has its opposite sides brought closer together by about an inch, so that in effect it is not a true circle, being somewhat of elliptical form, which is hardly perceptible when comparing the variation from a true circle with the diameter. This will be clear when it is remembered that the track is usually about seven feet in diameter and the deviation from a true circle is only about one inch. By having the track deviate from a true circle to the extent of about one inch the roller 15 will not have a groove cut therein, as the wear will be distributed from one end to the other upon the connection or delivery-pipe 13 making a complete circle. The roller 15 is preferably of wood or like fibrous material, so as to be noiseless in operation, and by distributing the wear throughout its length it will last for a greater length of time than would be possible if the wear came on one point, which would be the case if the track were of true circular form.

The vehicle to be cleansed is drawn up under the apparatus, and after the water is turned on the hose-pipe 16 is taken in hand and the stream directed upon the parts of the vehicle to be washed, and as the cleansing operation advances the operator passes around the vehicle, the pipe or connection 13 turning to accommodate the hose-pipe to the position of the person with reference to the vehicle, as will be readily understood.

Having thus described the invention, what is claimed as new is—

1. In apparatus for washing carriages and like vehicles, the combination of an approximately circular track having its opposite portions varying slightly from a true circle, a swivel-joint located centrally of the track and in communication with a water-supply, a delivery-pipe having connection with the swivel-joint, and a roller for supporting the outer end of the delivery-pipe and adapted to travel upon the track and receiving the wear throughout its length, substantially as set forth.

2. In apparatus for washing carriages and like vehicles, the combination of an approximately circular track, a vertical pipe located centrally of the track and in communication with a water-supply, a second pipe slidable within the vertical pipe and rotatable there-

in, a yoke for supporting the inner pipe, means for detachably connecting the yoke with the said vertical pipe to admit of the inner pipe sliding out therefrom, and a delivery-pipe having its inner end connected with the inner or lower pipe and having its outer end supported by means of the track, substantially as set forth.

3. In apparatus for washing carriages and like vehicles, the combination of an approximately circular track, a vertical pipe disposed centrally of the track and in communication with a water-supply, a second pipe fitted within the vertical pipe so as to turn and of less diameter, whereby a water-space is formed between it and the outer pipe, and having an opening in its side communicating with the lowest point of the said water-space, a yoke connected with the upper pipe and supporting the lower pipe, and a delivery-pipe having connection with the inner or lower pipe and supported at its outer end by means of the track, substantially as set forth.

4. The herein-described apparatus for washing carriages and the like, consisting of an overhead track varying slightly from a true circle, a supply-pipe having a vertical extension, a delivery-pipe having a vertical extension at its inner end fitting within the vertical extension of the supply-pipe and of less diameter so as to provide a water-space, and having an opening in its side communicating with the lowest point of the said water-space, a stuffing-box applied to the outer vertical extension, a yoke having connection with the upper extension and engaging with the extension of the delivery-pipe to maintain the parts in fixed relation, a bent arm applied to the free end of the delivery-pipe, and a roller applied to the bent portion of the said arm to travel upon the track and support the delivery-pipe at its outer end, substantially as described.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in the presence of two witnesses.

EDWARD J. GREEN.
SCHUYLER C. BROWN.

Witnesses:

SEWARD J. YOUNG,
FREDERICK GREEN.