

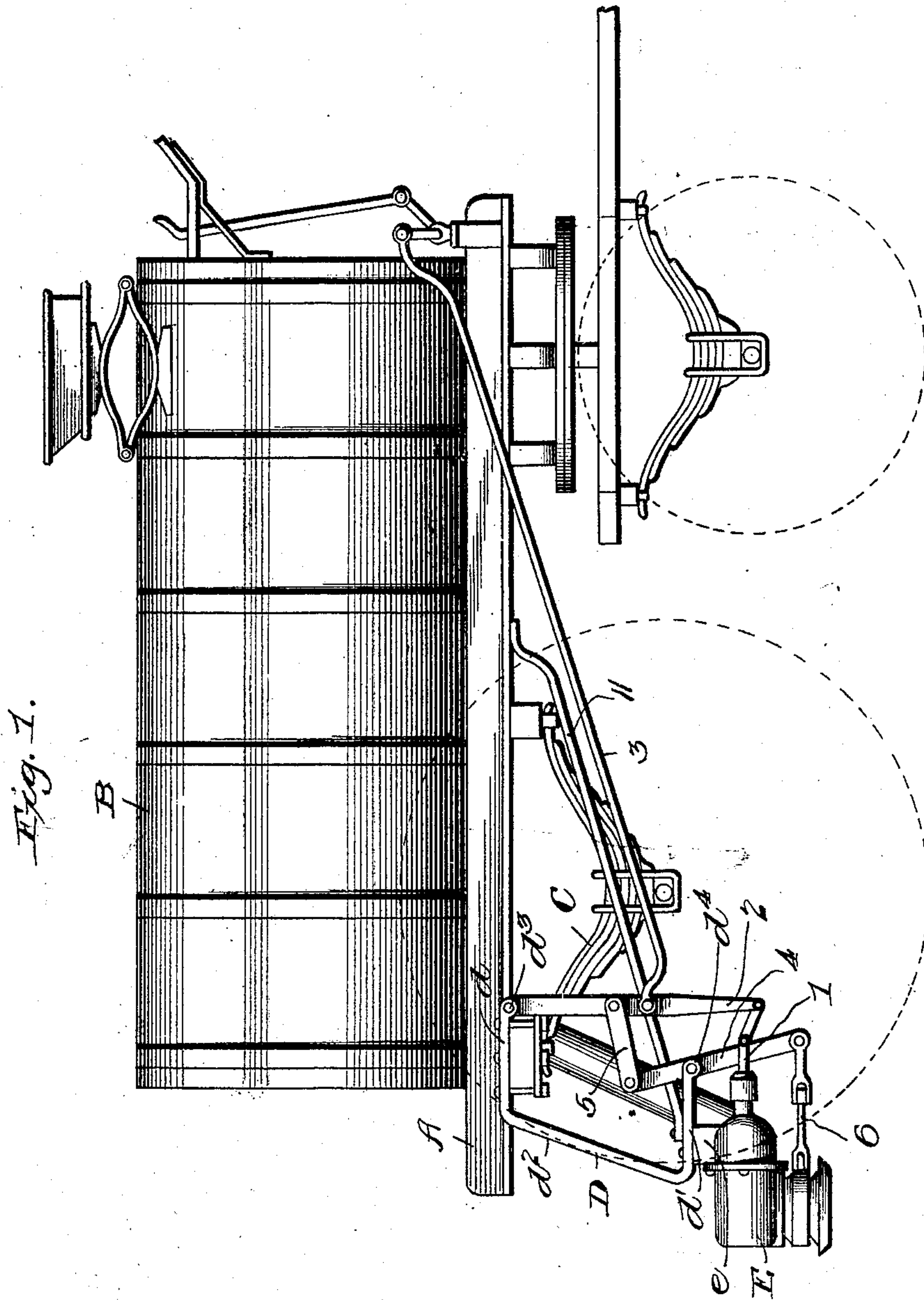
No. 842,543.

PATENTED JAN. 29, 1907.

C. M. HAESKE.
SPRINKLING WAGON.

APPLICATION FILED FEB. 7, 1906.

2 SHEETS—SHEET 1.



Charles M. Haeske ^{Inventor}

Witnesses
Edw. F. Durbail
James M. Durbail
By J. Durbail

Attorney

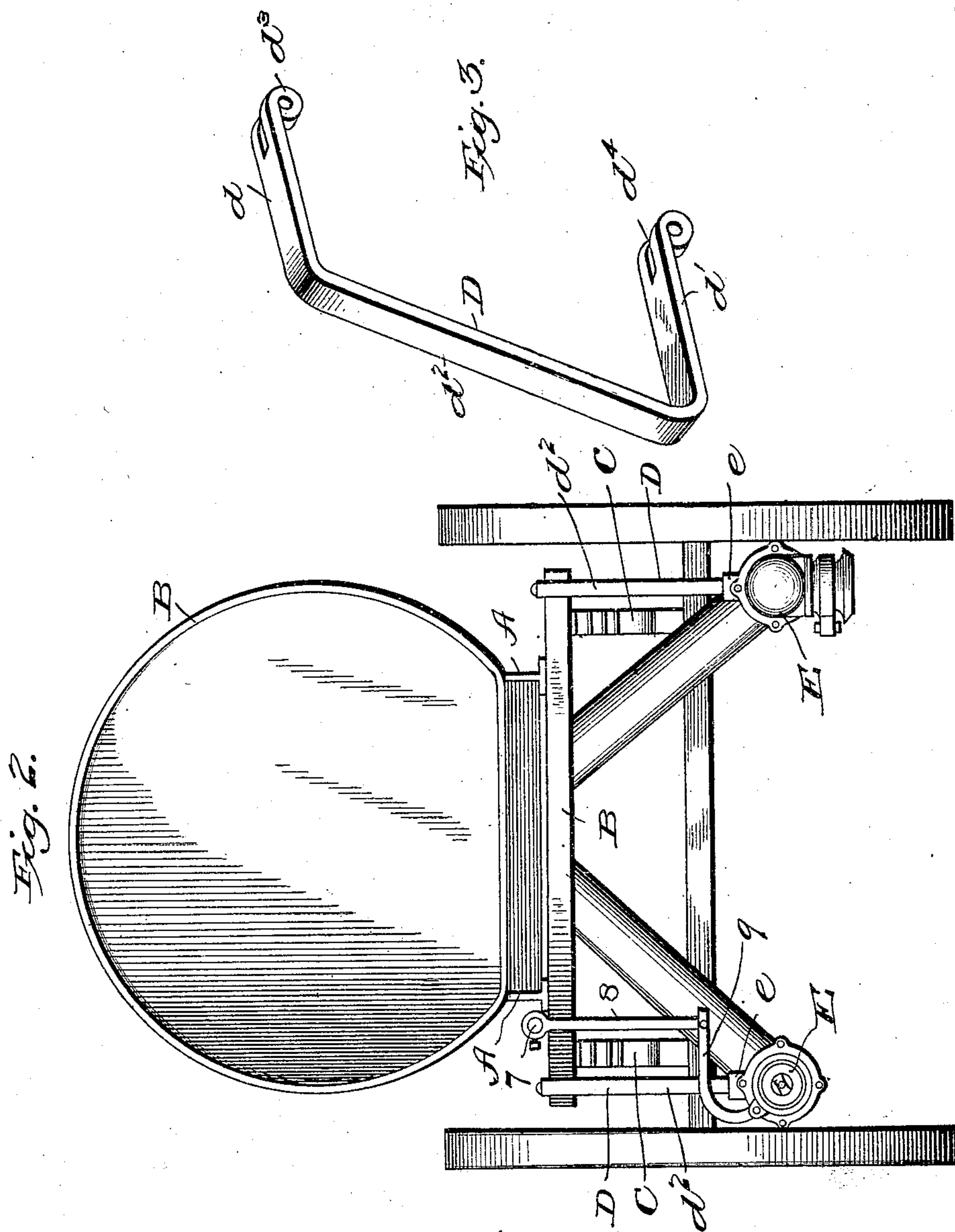
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WITNESSES:

Edw. F. Dabail

James M. Bradburn

Charles M. Haeske,

BY J. Dushane

Attorney

UNITED STATES PATENT OFFICE.

CHARLES M. HAESKE, OF SOUTH BEND, INDIANA.

SPRINKLING-WAGON.

No. 842,543.

Specification of Letters Patent.

Patented Jan. 29, 1907.

Application filed February 7, 1906. Serial No. 299,932.

To all whom it may concern:

Be it known that I, CHARLES M. HAESKE, a citizen of the United States, residing at South Bend, in the county of St. Joseph and State of Indiana, have invented new and useful Improvements in Sprinkling-Wagons, of which the following is a specification.

My present invention comprises certain new and useful improvements in trucks for sprinkler-wagons, and has particular relation to sprinkler-trucks for use in connection with sprinkler-wagons in which the sprinkling-heads are carried at each corner of the rear of the wagon.

The principal object is to provide a truck with means by which the sprinklers will be rigidly held in the desired position at the rear of the wagon and yet be capable of being readily removed therefrom and, further, to provide a construction of supporting means which will be capable of supporting the various kinds of sprinklers now in use.

With this and other objects in view the invention comprises certain details of construction and combination of parts described in the following specification, pointed out in the claims, and illustrated in the annexed drawings.

In the drawings, Figure 1 is a side elevation of a sprinkler-wagon, the wheels on the near side thereof being removed. Fig. 2 is a rear elevation showing different styles of sprinklers carried by the truck. Fig. 3 is a detail view of one of the supporting-bars.

In sprinkling-wagons the sprinklers more generally in use are technically known as the "Niagara" and the "vertical spray," and the construction of these two types of sprinklers being so different it has been the custom to provide a separate and distinct form of the end sprinkler-truck to permit the use of these forms of sprinklers. This, while not only materially adding to the initial cost of the sprinkling-wagon, also necessitates the expenditure of considerable time and labor in changing the trucks when it is desired to change the sprinklers.

In the practical use of sprinkling-wagons conditions are often such as to render it advisable to provide a sprinkling-truck in which the sprinkler on one side of the wagon may be a Niagara and the one on the other side be a vertical spray, and in order to adapt my sprinkling-wagon for such occasions I have produced the present form of truck, in which the means for supporting and carrying

the sprinklers is of such construction that similar sprinklers may be carried thereby or sprinklers of different kinds carried on each side, said sprinklers being so held by the truck that while when in position they will be held in rigid relation to the truck, yet they are capable of being readily removed therefrom.

The general form of sprinkling-wagon shown in the accompanying drawings is of the usual form, comprising the front short-turning truck and the rear or sprinkling truck, and in the present invention I connect these two trucks by means of the two inverted-T-shaped side rails A, upon which the water-tank is supported. By making these side rails of an inverted-T shape it will be seen that I have provided an inner and an outer horizontal flange and also a vertical flange, thus providing efficient means of attachment to the tank and also to the wagon-trucks. The said side rails A are extended beyond the rear of the water-tank, and at a point beneath the rear end of the water-tank a cross-bar B is secured to the under side of the side rails. This cross-bar B extends out beyond the side rails A, and its ends are secured to and carried by the free ends of the rear springs C.

D D designate two supporting-bars for the sprinkler-heads. These bars comprise the upper and lower horizontal portions d d' and an inclined rearwardly-extending portion d^2 . The shape of these bars is shown in detail in Fig. 3. The upper horizontal portion d of these bars is extended across the cross-bar B from the rear thereof, and the length of such upper horizontal portion is such that it will extend over the cross-bar a short distance. The ends of these extended portions are thickened and bifurcated, as at d^3 , and a lateral opening is made through the said bifurcated portion. This upper horizontal portion of the bar D is securely attached to the said cross-bar B by means of bolts or other suitable securing means. The rearwardly-extending inclined portion d^2 of these bars terminates in the lower horizontal portion d' , said lower horizontal portion extending in the same direction as the upper horizontal portion, and the ends of this lower horizontal portion are also thickened and bifurcated, as at d^4 , in a manner similar to the upper horizontal portion.

In the drawings I have shown the sprinkler-truck provided with a Niagara and a vertical-

spray sprinkler, and these sprinklers are arranged, respectively, on the right and left sides of the truck. As is well known, in these types of sprinklers the water-supply is regulated by means of a piston operated from the driver's seat by means of lever mechanism, as is also the amount of water sprinkled. These sprinklers are usually attached to the heads by bolts, and in the accompanying drawings I have illustrated the usual type of sprinkler-heads, as at E, and in my present invention I provide these heads E with a thickened base portion *e*, provided with bolt-holes, to which the lower horizontal portion *d'* of the bar D is bolted.

The piston-rods of the sprinkler-heads I have designated as 1, and the outer ends of these piston-rods have a pivotal engagement with the lower end of a vertically-arranged rod 2, the upper end of said rod 2 being pivoted within the bifurcated portion *d*³ of the upper horizontal portion *d* of the bar D. A rod or bar 3 has one end attached to said rod 2 at a point slightly below the center thereof, the other end of said rod 3 being connected with suitable lever mechanism at the front of the wagon.

In the practical use of the Niagara sprinkler the spray is regulated by means of a collar, and to operate this collar a system of levers is used consisting of a vertically-arranged bar 4, which is pivoted at a point above its center to the lower horizontal portion *d'* of the bar D within the bifurcated arms, the upper end of this bar 4 being attached to the said rod 2 by means of a lever 5. The lower end of said bar 4 is attached to the collar of the sprinkler by means of a horizontal rod or bar 6.

In the vertical-spray sprinkler the amount of spread of water sprayed is regulated by means of a rotary slide or shield, and the mechanism which operates this slide or shield comprises a rod 7, connected with rotating mechanism at the front of the wagon. This rod 7 is mounted in suitable bearings, and its rear end extends across and is supported by the end of the cross-bar B. Depending from the end of this rod 7 is a bar 8, and pivotally attached to the end of this depending bar 8 is a curved bar 9, having a pivotal engagement with the shield or slide of the sprinkler.

11 designates brace-rods, which are secured to and extend from the forward ends of the lower horizontal portions *d'* of the bars D to the side rails A. These rods may be otherwise secured. The purpose of these brace-rods is to steady the entire construction and hold the supporting-bars D firmly in position with reference to the remainder of the truck.

From the foregoing description it will be seen that by means of the peculiar form of the bars D, combined with the cross-bar B and the thickened base portions *e* of the sprinkler-heads, a construction is provided which af-

fords a strong and durable support for the sprinklers, while at the same time permitting the sprinklers to be readily detached, and also by means of the bifurcated portions of the bar D pivotal points are provided for the various levers.

I claim as my invention—

1. In a sprinkler-truck, side bars; a cross-bar adjacent to rear ends of said side bars; supporting-bars carried by and depending from said cross-bar, said supporting-bars comprising upper and lower horizontal portions and an intermediate inclined portion, the ends of said horizontal portions being bifurcated; sprinkler-heads provided with a thickened portion to which the lower horizontal portion of the supporting-bar is attached; a vertical lever having its upper end pivoted within the upper horizontal portion of the supporting-arm and its lower end pivoted to the sprinkler-piston and an operating-rod connected to said vertical rod.

2. In a sprinkler-truck, a pair of supporting-bars located at each corner of the rear end, said supporting-bars comprising upper and lower horizontal portions and an intermediate portion, the ends of said upper and lower horizontal portions being provided with means whereby they may have a pivotal engagement with and form supports for the lever mechanism of sprinkler-heads.

3. In a sprinkler-truck, a pair of supporting-bars located at each corner of the rear end, said supporting-bars comprising upper and lower horizontal portions and an intermediate rearwardly-inclined portion, the ends of said upper and lower horizontal portions being thickened and bifurcated to form arms whereby they may have a pivotal engagement with and form supports for the lever mechanism of sprinkler-heads.

4. In a sprinkler-truck, side rails of an inverted-T shape; a cross-bar attached to the under side of said side bars, the under side of said cross-bar being attached to the free ends of the rear springs of the truck; a pair of supporting-bars having their upper portions extending across the said cross-bar adjacent to each end thereof, said supporting-bars after crossing the side bar being extended rearwardly and downwardly and terminating in a forwardly-projecting horizontal portion, the ends of each of said upper and lower portion of the supporting-bars being formed to have a pivotal engagement with lever mechanism, and sprinkler-heads having a thickened portion adapted to be attached to the lower horizontal portion of said supporting-bars.

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

CHARLES M. HAESKE.

Witnesses:

S. E. BABCOCK,

L. E. KLINGHAMMER.