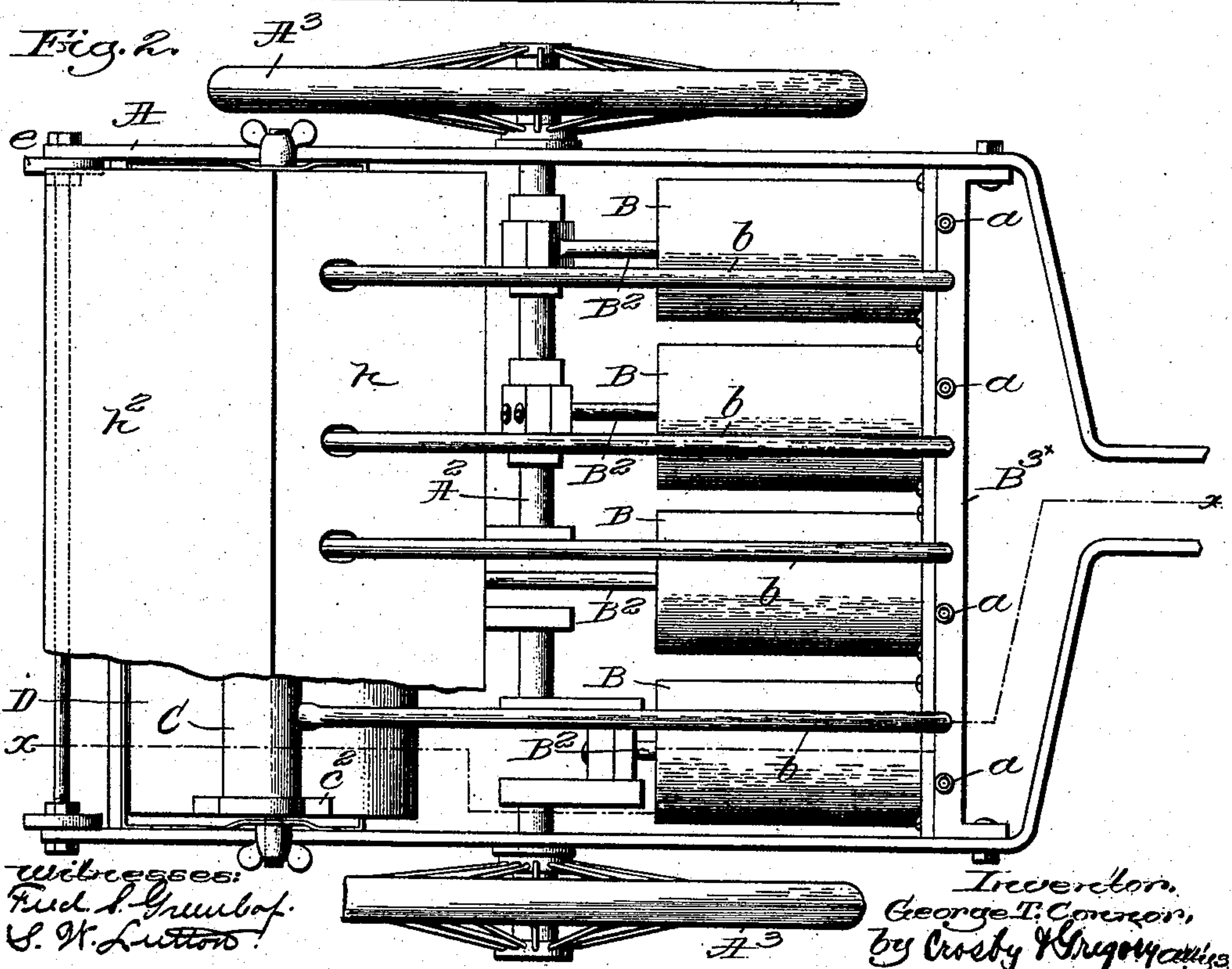
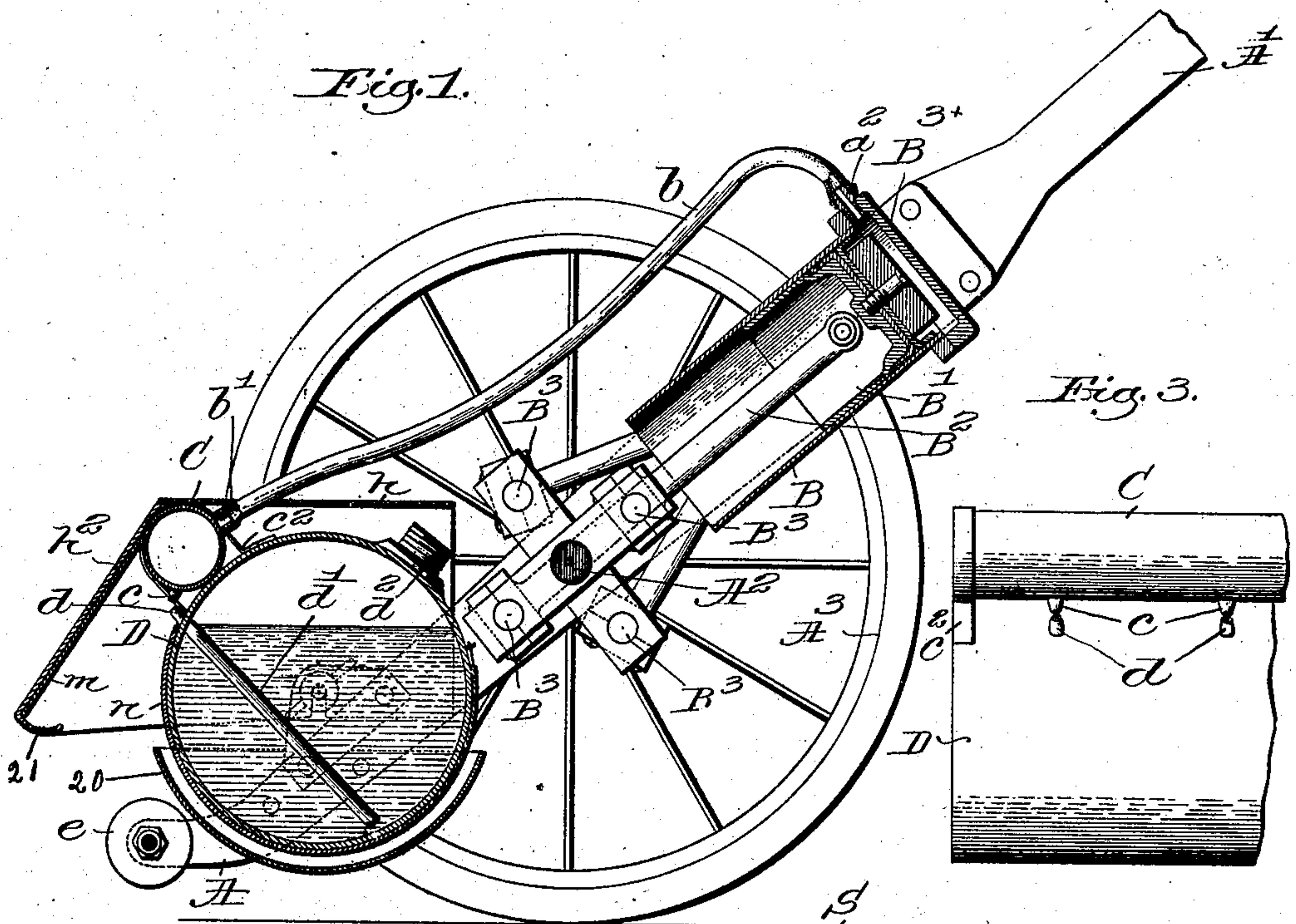


G. T. CONNOR.  
LIQUID SPRAYING TRUCK.  
APPLICATION FILED JUNE 2, 1905.

900,058.

Patented Sept. 29, 1908.





# UNITED STATES PATENT OFFICE.

GEORGE T. CONNOR, OF STONEHAM, MASSACHUSETTS, ASSIGNOR TO CHARLES P. RENFEW, FRANK W. BENNETT, AND GEORGE T. CONNOR, A COPARTNERSHIP UNDER FIRM-NAME OF HYDROCARBON CHEMICAL COMPANY, OF BOSTON, MASSACHUSETTS.

## LIQUID-SPRAYING TRUCK.

No. 900,058.

Specification of Letters Patent.

Patented Sept. 29, 1908.

Application filed June 2, 1905. Serial No. 263,386.

*To all whom it may concern:*

Be it known that I, GEORGE T. CONNOR, a citizen of the United States, and a resident of Stoneham, in the county of Middlesex and State of Massachusetts, have invented an Improvement in Liquid-Spraying Trucks, of which the following description, in connection with the accompanying drawing, is a specification, like letters on the drawings representing like parts.

This invention has for its object the production of a liquid spraying truck which, as it is moved over any surface, sprays the liquid thereon. This liquid may be used to lay any dust on the sprayed surface, or the liquid may constitute a coating for a surface which may be then finished or polished in any usual or suitable manner, as by rubbing, etc.

Figure 1 is a section in the line  $x$ , Fig. 2, of a liquid spraying truck embodying the invention to be herein described in one of the best forms now known to me; Fig. 2 is a plan view of Fig. 1, and Fig. 3 is a view of part of the tank and air receiver to show the arrangement of the nozzles.

In the drawing, A represents a frame having suitable handles  $A'$  by which to move the same over the surface S. This frame has an axle  $A^2$  carrying wheels  $A^3$ , preferably having rubber or other tires, so as not to mar the surface over which the truck is moved, which may be a floor. The truck-frame has bearings that receive the journals of a fluid-holding tank D, and it also sustains one or more cylinders B, four such cylinders being herein shown, each cylinder having therein a piston  $B'$ . The cylinders have associated therewith a valve chamber  $B^3$  provided with a plurality of air inlets  $a$  and a plurality of air outlets  $a^2$ , said inlets and outlets being provided with any suitable or usual valve mechanism commonly employed in air compressors, so that as the pistons  $B'$  operate, air will be drawn in through the air inlets and forced outwardly through the air outlets. These parts are not shown in detail because they are such as are commonly found in air pumps. Each piston  $B'$  has connected to it a rod  $B^2$  constructed at its opposite end to embrace a throw part  $B^3$  of the axle, said throw parts, shown as occupying different radial positions with relation to the center of the axle, being represented as cranks so located as to reciprocate the plungers in the cylinders in such

time as to constitute a steady filling of the compressed air receiver to be described. Instead, however, of these throw parts being made as cranks, they may be made as eccentrics.

The outlets  $a^2$  from the valve chamber are connected to flexible pipes  $b$  that engage inlet pipes  $b'$  connected with a receiver C for compressed air and sustained by the fluid tank through straps  $c^2$ , the ends of which are soldered or otherwise connected to said tank.

The receiver for the compressed air has a series of nozzles  $c$  that are in line with and occupy such relation to suitable nozzles  $d$  at the ends of pipes  $d'$  that enter the fluid tank D as to cause the compressed air in the receiver to be discharged with sufficient force therefrom across the open nozzles  $d$  to form a vacuum in said pipes, suck the fluid up therein, and spray the same onto the surface over which the truck is being moved. The fluid tank has an ordinary filling bushing closed by a cap  $d^2$  that will be removed when the tank is to be filled.

From the foregoing description it will be apparent that as the tank is run over the surface S the air compressors will be actuated to pump the air into the receiver C and maintain the same steadily under pressure, and that the air leaving the receiver through the nozzles  $c$  will spray the same outwardly from the nozzles onto the surface S.

The rear end of the truck is provided with rollers  $e$ .

I have provided the apparatus described with a hood  $h$  having a depending lip  $h^2$  which is shaped at its lower end to form a trough 21 to collect any liquid resulting from condensation of spray thereon, and under the tank I have provided a drip pan 20 to catch and hold condensed spray. The hood and tank are shown as provided with a lining or coating of felt or other absorbent material  $m, n$ , which operates to absorb the liquid which may be sprayed thereagainst, and prevents such liquid from running off from these parts and dripping onto the floor.

The device is especially useful in re-finishing floors. The finishing material of whatever nature may be placed in the tank and as the device is moved over the floor, such material will be sprayed onto the floor and applied thereto in a manner much better that could be done with an ordinary brush.



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

In an apparatus of the class described, a  
5 truck, an air pump thereon, means to operate  
the pump by the movement of the truck, an  
air tank connected to the air pump, a fluid-  
containing tank, and a hood embracing said  
tanks and provided with an opening, said  
10 hood having a trough at its lower edge, a lin-  
ing of absorbent material for the hood, and a

nozzle for each tank, said nozzles being ar-  
ranged to form an atomizer for delivering  
spray through the opening of the hood.

In testimony whereof, I have signed my 15  
name to this specification, in the presence of  
two subscribing witnesses.

GEORGE T. CONNOR.

Witnesses:

GEO. W. GREGORY,  
MABEL PARTELOW.