C. M. HAESKE.

ROAD OILER.

APPLICATION FILED JAN. 21, 1909.

936,716.

Patented Oct. 12, 1909.

2 SHEETS—SHEET 1.

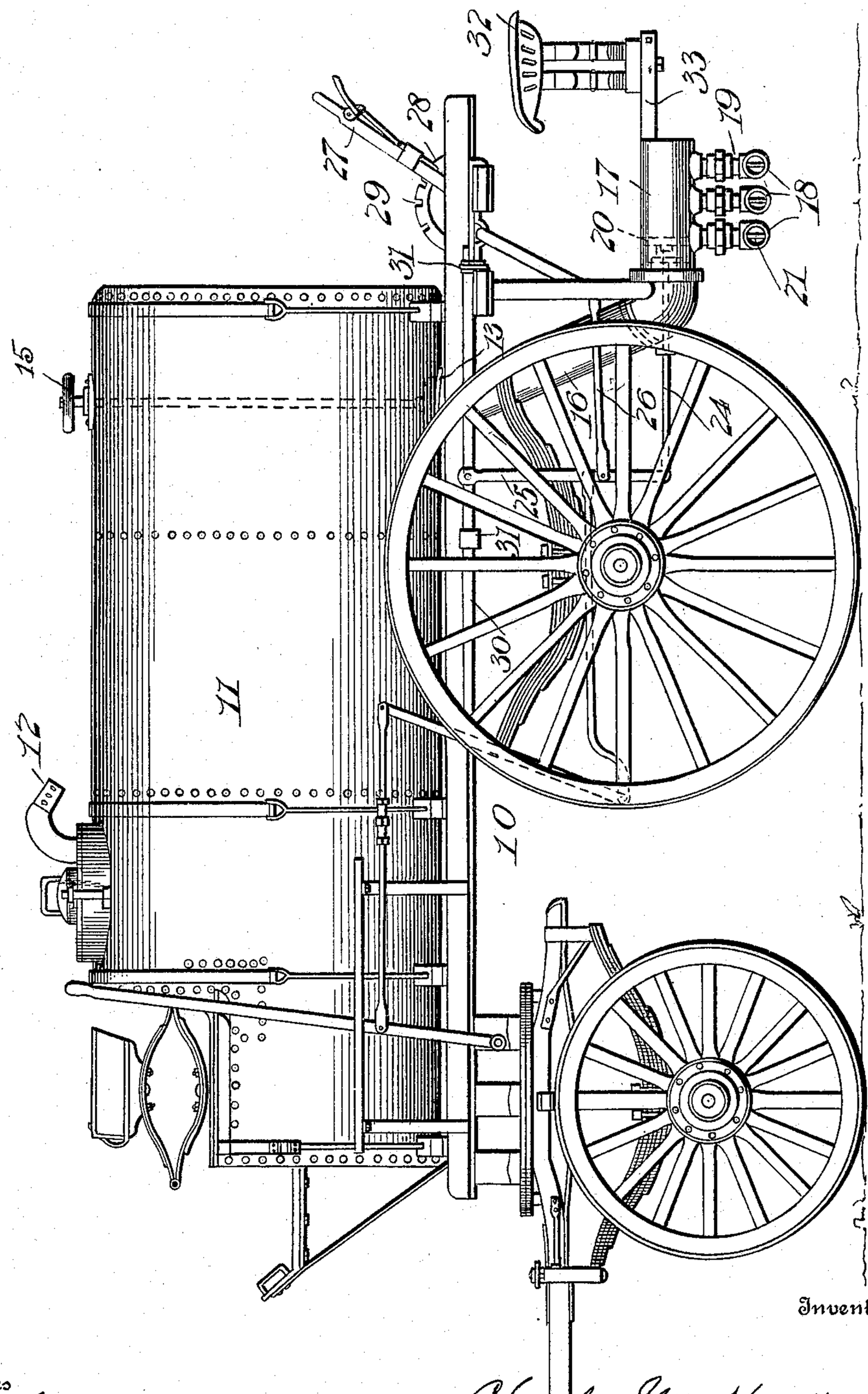

Fig. 1.

Witnesses
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2 SHEETS—SHEET 2.

Each rod carries a stop 23, whose position determines the effective length of the sprinkling pipe.

Fig. 3.

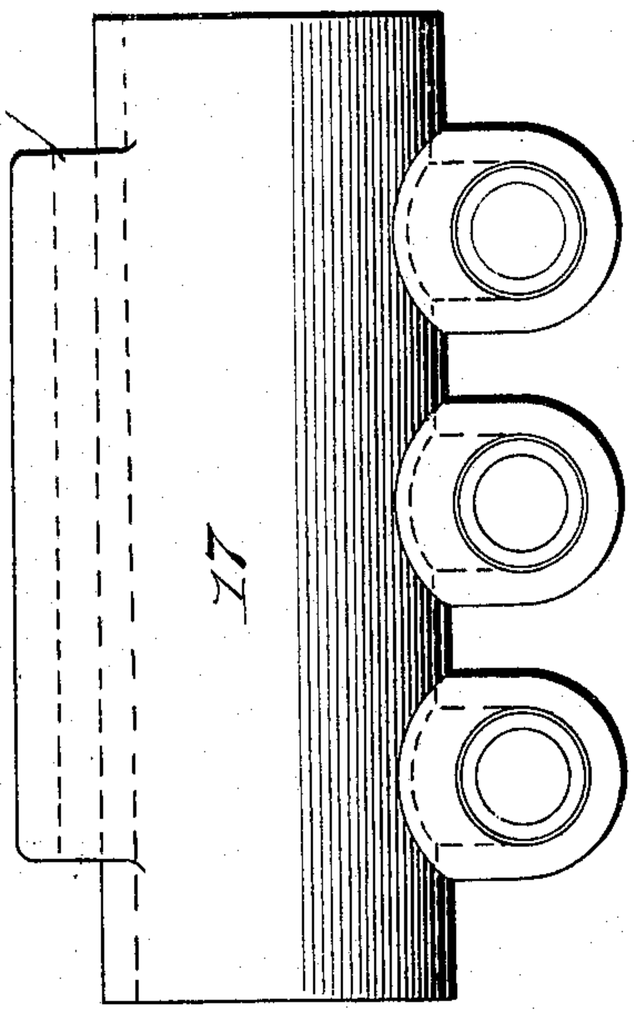

Fig. 4.

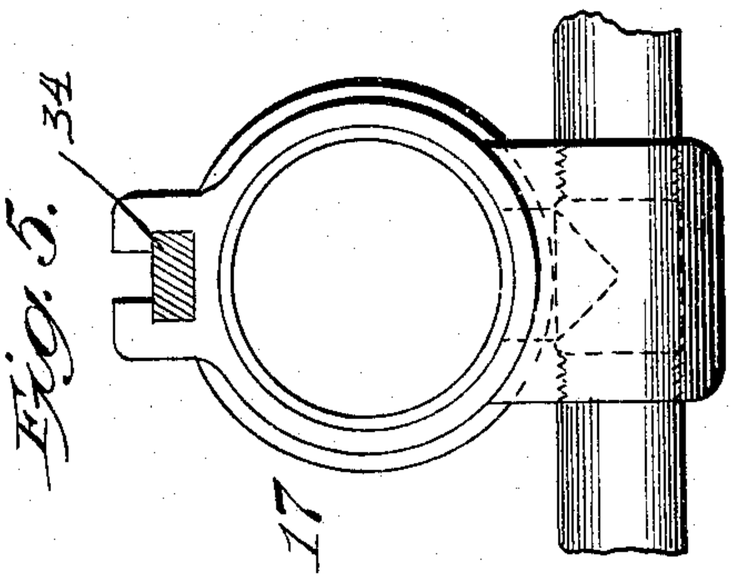

Fig. 5.

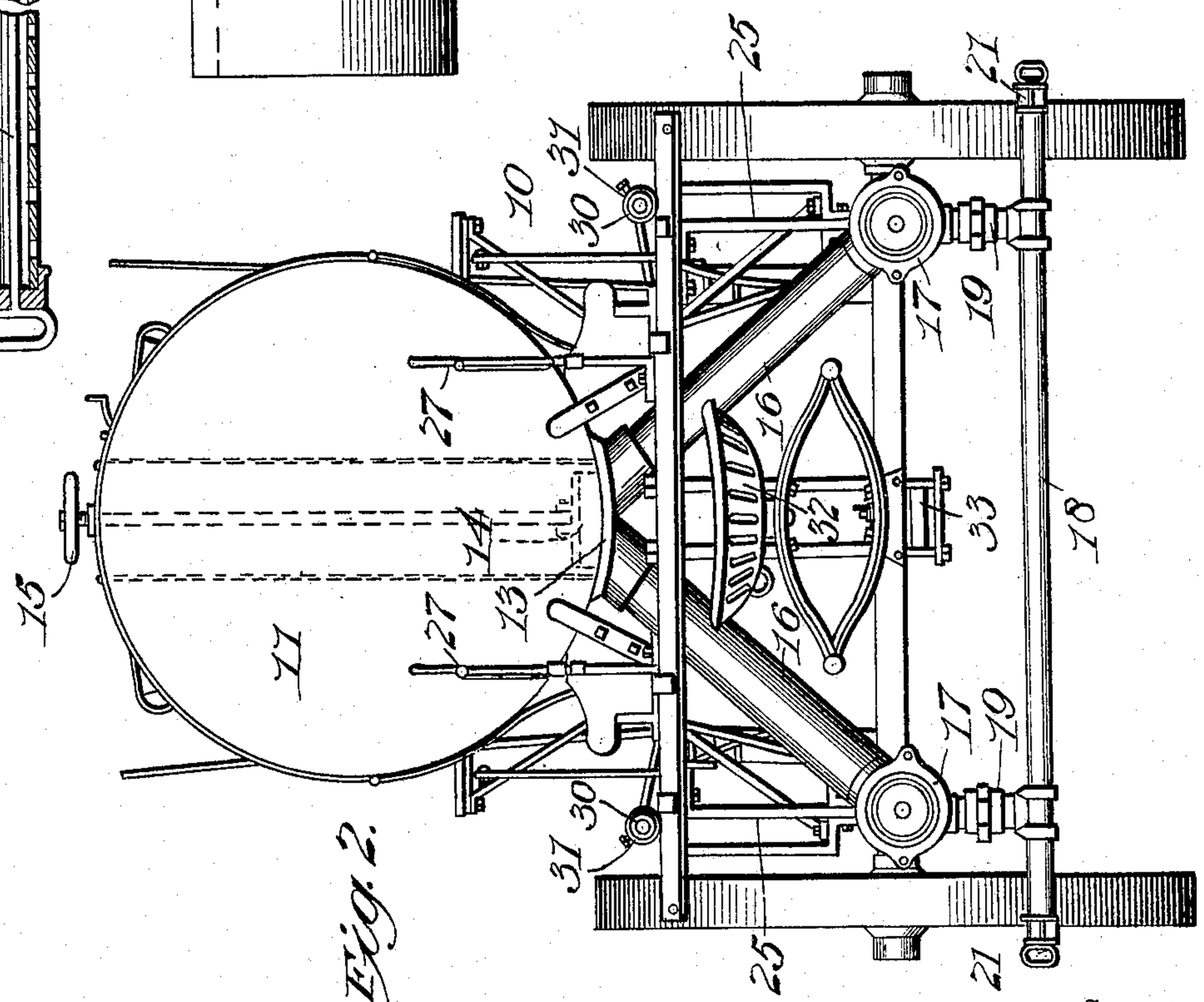

Fig. 2.

Witnesses

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UNITED STATES PATENT OFFICE.

CHARLES M. HAESKE, OF SOUTH BEND, INDIANA.

ROAD-OILER.

936,716. Specification of Letters Patent. Patented Oct. 12, 1909.

Application filed January 21, 1909. Serial No. 473,565.

To all whom it may concern:

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

This invention relates to certain new and useful improvements in road oilers.

The invention has for its object the production of a vehicle of this character provided with simple and improved means for distributing crude oil or other similar substances upon road beds.

A further object is to provide improved means for regulating the volume or quantity of oil being distributed.

A further object is to provide means whereby the operator may direct the discharge of oil to either side of the road bed at will.

A further object is to provide an improved construction of sprinkler.

The invention will be hereinafter fully set forth and particularly pointed out in the claims.

In the accompanying drawings:—Figure 1 is a perspective view illustrating my improved road oiler. Fig. 2 is a rear end view thereof, parts being broken away. Fig. 3 is a longitudinal sectional view of one of the sprinkler tubes. Figs. 4 and 5 are side elevation and transverse detail sectional views taken at right angles to each other, illustrating a modified form of distributing head.

Referring to the drawings, 10 designates a truck of any suitable or preferred construction, provided with a metal tank 11. Said tank is provided with an inlet nipple or pipe 12 and an outlet 13, the latter being controlled by a valve 14 operated through the medium of a hand wheel 15. Leading from the outlet 13 are two distributing pipes 16, each terminating in a distributing head 17; and from said heads the oil passes to the sprinkler tubes 18 which are suspended from said heads by means of short discharge pipes 19. Any number of said tubes 18 may be employed and the discharge thereto is controlled by a piston valve 20 which is arranged to successively cover or uncover the outlets leading from the head 17 to pipe 19. The ends of each sprinkler tube 18 are closed by caps 21 which are provided with rods 22 arranged to project into the tube, the inner end of each rod being provided with a disk 23 completely filling the bore of the tube. In this manner the disks 23 serve as partitions to divide the tube centrally, whereby either half may be used independently of the other. At the same time, by unscrewing cap 21 and withdrawing disk 23, the sprinkler tube will be cleaned out. Each valve 20 is provided with a rod 24 connected to one end of a bar 25, said rod being connected by a link 26 to a hand lever 27 provided with a pawl 28 arranged to engage a notched segment 29.

In order to insure parallel motion of rod 24 and to prevent lateral strain thereon, the bar 25 is connected at its upper end to a guide rod 30 arranged to slide in ways 31 on the truck 10. A seat 32 is provided for the operator, the same being supported on a beam 33 arranged centrally between the heads 17. Instead of arranging the rod 30 in the ways 31, the casings of the heads 17 may each be provided with a guide groove 34 to receive said rod, as illustrated in Figs. 4 and 5.

In practice, the operator controls the volume of oil to be distributed by shifting either lever 27 to vary the position of its piston valve 20, whereby oil is permitted to successively enter the sprinkler tubes 18.

It is obvious that the entire roadbed may be covered by manipulating both valves 20, or either side may be covered at will by opening one valve and shutting the other.

Claims:—

1. A road oiler comprising a portable tank, distributing heads communicating with said tank, a plurality of partitioned sprinkler tubes communicating with said distributing heads, means for moving the partitions of said tubes, valves in said distributing heads and controlling the discharge to said sprinkler tubes, a bar for operating each valve, a hand lever controlling said bar, a guide rod connected with said operating bar, and means for guiding said rod.

2. A road oiler comprising a portable tank, distributing heads communicating with said tank, a plurality of partitioned sprinkler tubes communicating with said distributing heads, means for moving the partitions of said tubes, valves in said distributing heads for controlling the discharge to said sprinkler tubes, valve rods connected to said valves, means adapted to act on said rods for operating said rods, and means for preventing lateral strain upon said rods.

3. A road oiler comprising a portable

tank, distributing heads communicating with said tank, a plurality of partitioned sprinkler tubes communicating with said distributing heads, means for moving the partitions of said tubes, valves in said distributing heads for controlling the discharge to said sprinkler tubes, valve rods connected to said valves, means adapted to act on said rods for operating said valves, guide rods connected with said valve rods, and means for guiding said guide rods.

4. A road oiler comprising a portable tank, distributing heads communicating with said tank, a plurality of partitioned sprinkler tubes communicating with said distributing heads, means for moving the partitions of said tubes, valves in said distributing heads for controlling the discharge to said sprinkler tubes, valve rods connected to said valves, depending bars respectively connected at their lower ends to the valve rods, guide rods respectively connected to the upper ends of said bars, and hand levers respectively connected to said bars for operating the same.

5. In a road oiler, the combination with a sprinkler tube having perforations, caps closing the ends of said tube, rods carried by said caps and projecting into the tube, a disk on the inner end of each rod completely filling the bore of the tube and serving as a partition to divide the tube centrally, and means for operating said rods.

6. A road oiler comprising a truck, a tank carried thereby, distributing heads communicating with said tank, sprinkler tubes supported by said distributing heads and communicating therewith, disks within each tube completely filling the bore thereof and serving as partitions, means for operating each disk independently of the other, valves controlling the discharge to said sprinkler tubes, levers controlling said valves, a beam projecting rearwardly from said truck between said distributing heads, and a seat carried by said beam.

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

CHARLES M. HAESKE.

Witnesses:

WILLIAM H. BRAMAN,

FRED M. SOMMERS.