N. SEHNER.

Improvement in Apparatus for Applying Chalk to Locomotive Wheels.

No. 124,165. Patented Feb. 27, 1872.

Fig: 1.

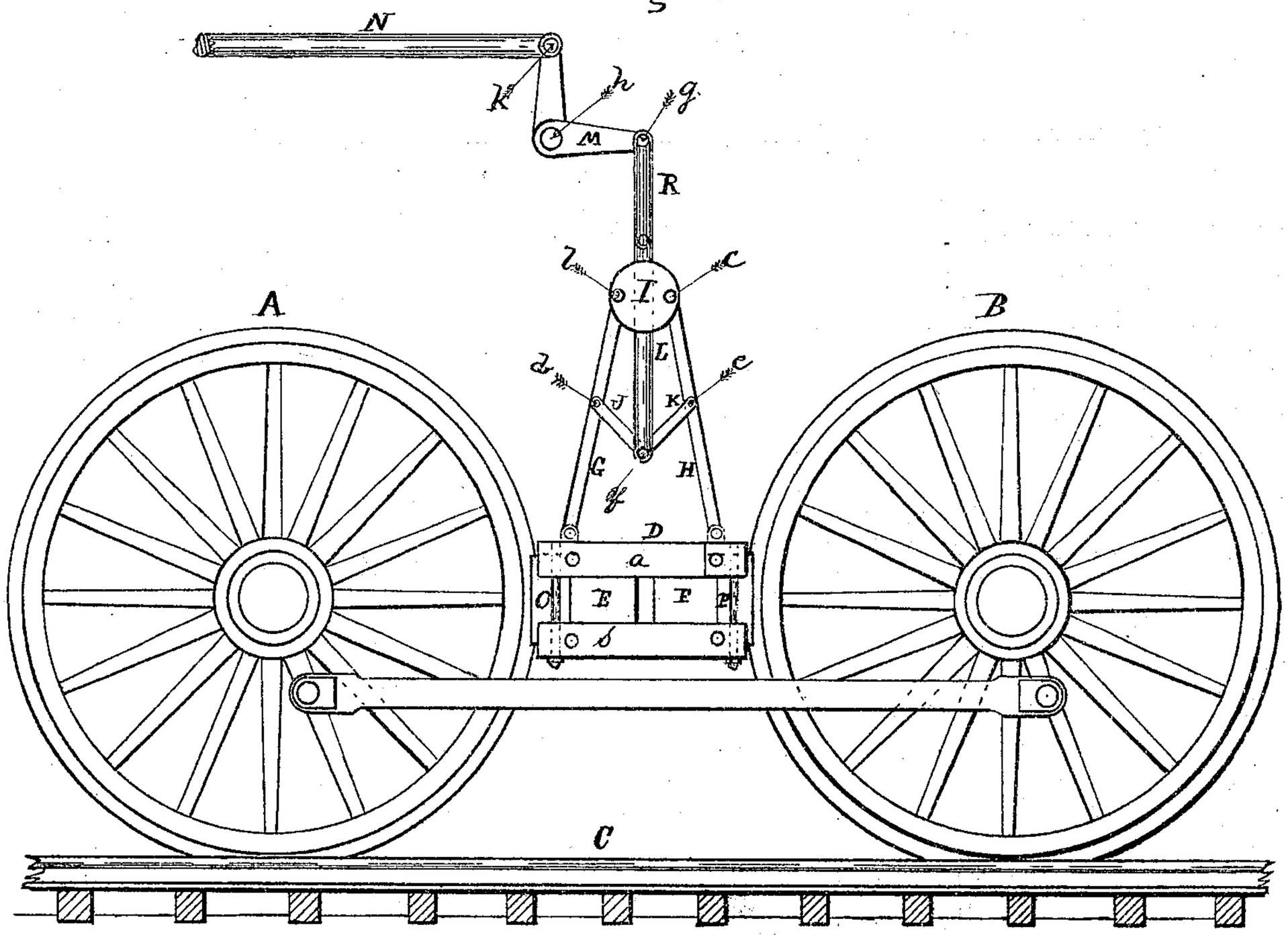
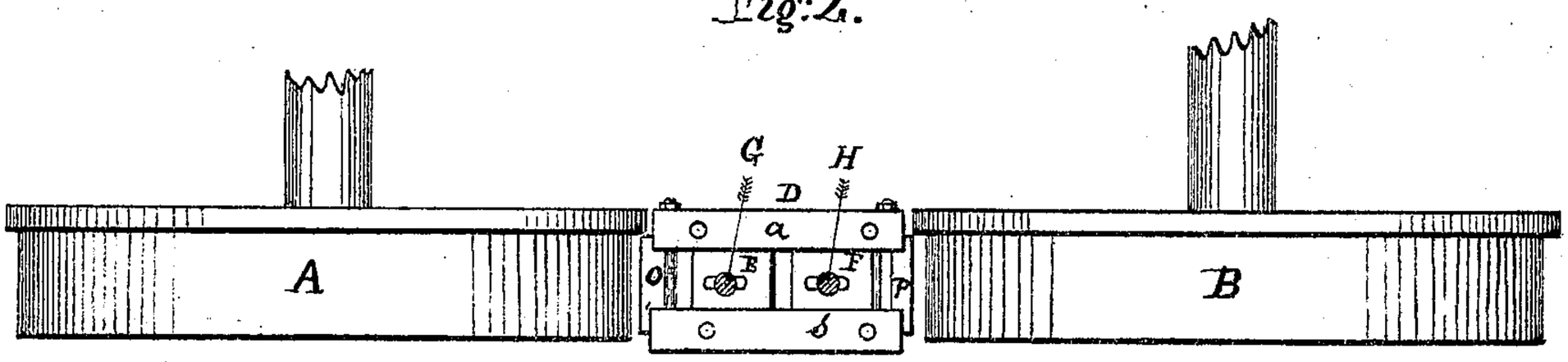


Fig: 2.



Witnesses.

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Reissued June 4th 1872.

124,165

UNITED STATES PATENT OFFICE.

NATHANIEL SEHNER, OF HAGERSTOWN, MARYLAND, ASSIGNOR TO HIMSELF, JONATHAN H. SEYMOUR, AND ALFRED R. APPLEMAN, OF SAME PLACE.

IMPROVEMENT IN APPARATUS FOR APPLYING CHALK TO LOCOMOTIVE-WHEELS.

Specification forming part of Letters Patent No. 124,165, dated February 27, 1872.

Specification describing certain Improvements in Apparatus for Applying Chalk to Railroad Wheels and Rails, invented by NATHANIEL SEHNER, of Hagerstown, in the State of Maryland.

The object of my invention is to attach to a locomotive or dummy an apparatus which shall, when required, furnish chalk to the wheels and rails, for the purpose of producing friction, instead of using sand, which is now the practice, by which the wheels and rails are destroyed.

Figure I is a side view of an apparatus embodying my invention. Fig. II is a plan view of the same.

A and B are two wheels of a locomotive or dummy, C. The rail D is a frame, constructed of two parts, *a* and *s*, bolted together and held in its place and position by bolts attached to the boiler and frame of the locomotive or dummy. E and F are two boxes, with one end closed; the other ends, facing the wheels, left open. Two rods, G and H, are pivoted to the top of said boxes; said rods being pivoted at points *b* and *c* to the ring I. Two other rods, J and K, are pivoted to the rods G and H at the points *d* and *e;* said rods pivoted together at the point *f*. A rod, L, is pivoted to the point *f*, and extends through the ring I upward to the point *g*, where it is again pivoted to the elbow-lever M, which is pivoted to the fixed point *h*, and at the point *k* pivoted to the lever or handle N, which extends within reach of the engine-driver or fireman. R is a connection-rod, which forms the upper part of the rod L. Two pieces of chalk, O and P, of suitable form are placed in the boxes E and F, one piece in each box.

It will easily be understood that by pushing the lever or handle N the two boxes E and F are brought nearer together, and, consequently, the chalk withdrawn from the wheels, and also by reversing the motion of the lever or handle N—that is, by pulling—the two boxes will be separated or brought nearer to the wheels, by which operation the chalk will touch the tire of the wheel and make a deposit thereon, as well as on the rail, in proportion to the length of time and force employed in pressing the chalk against the wheels.

In practice, I attach one apparatus to each side of the locomotive, worked with one lever, by aid of which all four wheels are chalked at the same time.

It is evident that the mode of applying chalk to the wheels and rails for the purpose of producing friction may be varied in several ways.

I claim—

The frame D, boxes E and F, with the pieces of chalk O and P, rods G and H, the ring I, the rods J, K, and L, the lever M, and handle N, in combination with the wheels A B, substantially as and for the purpose hereinbefore set forth.

NATHANIEL SEHNER.

Witnesses:

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