

(No Model.)

T. J. HENNESSEY.

TRACK SANDING APPARATUS FOR LOCOMOTIVES.

No. 576,055.

Patented Jan. 26, 1897.

Fig. 1.

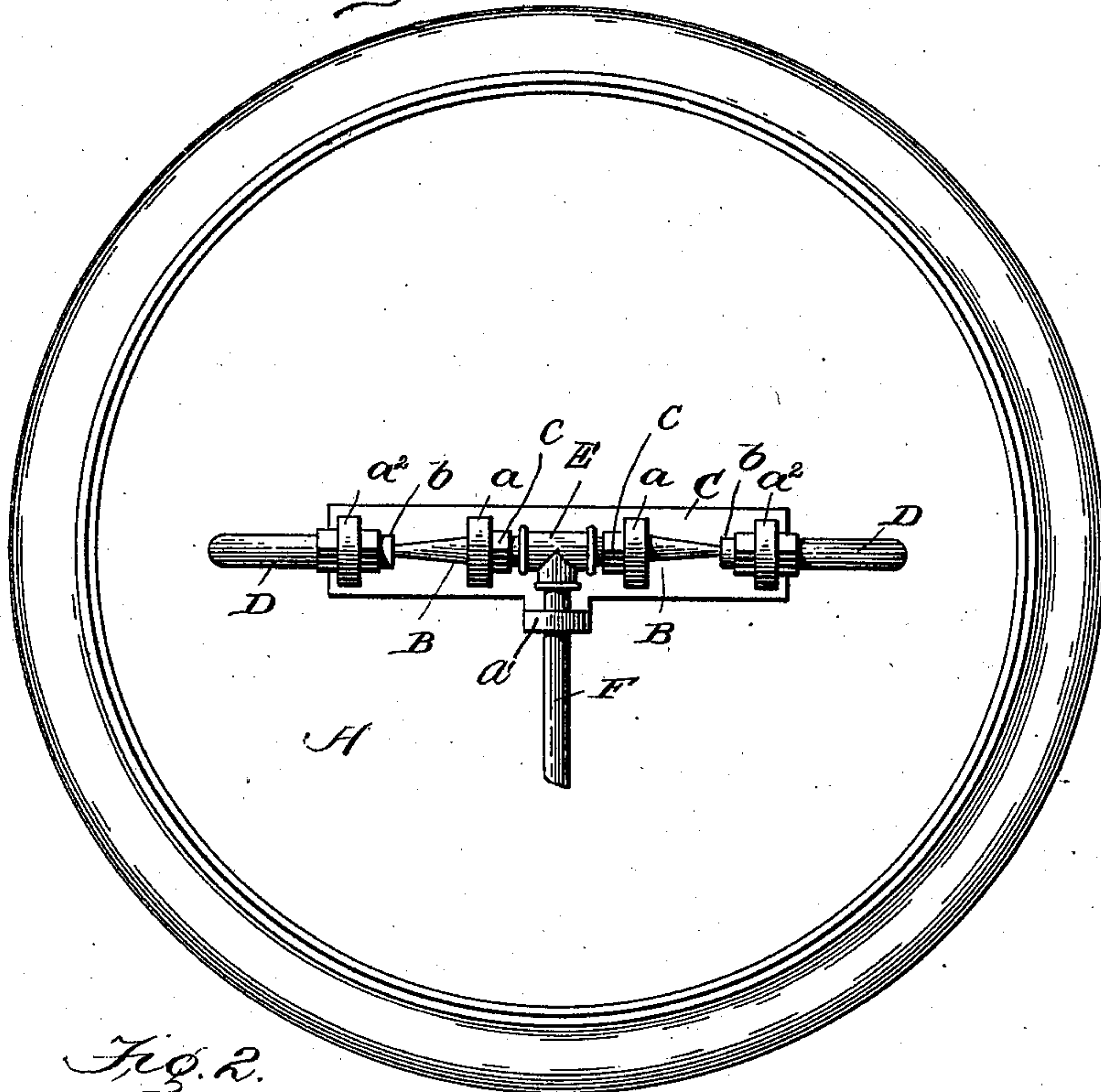


Fig. 2.

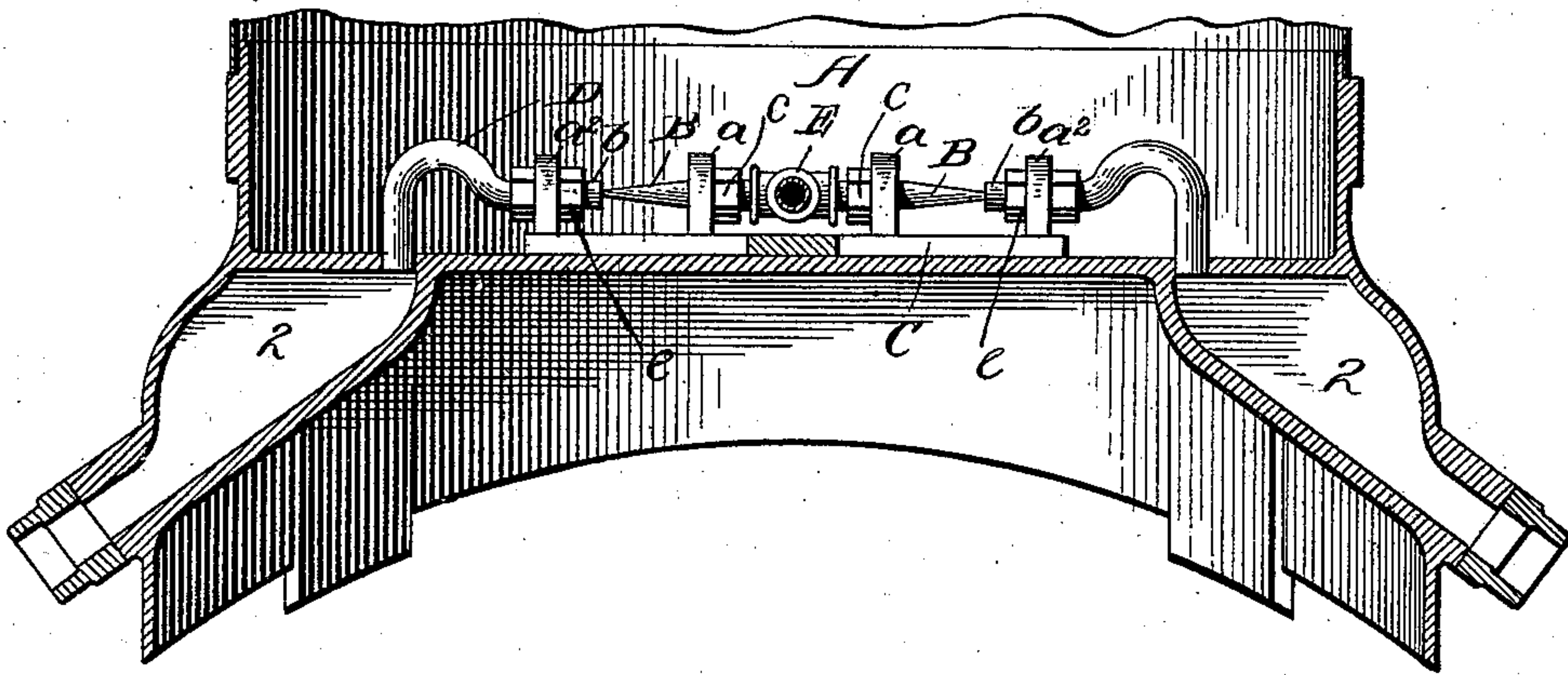
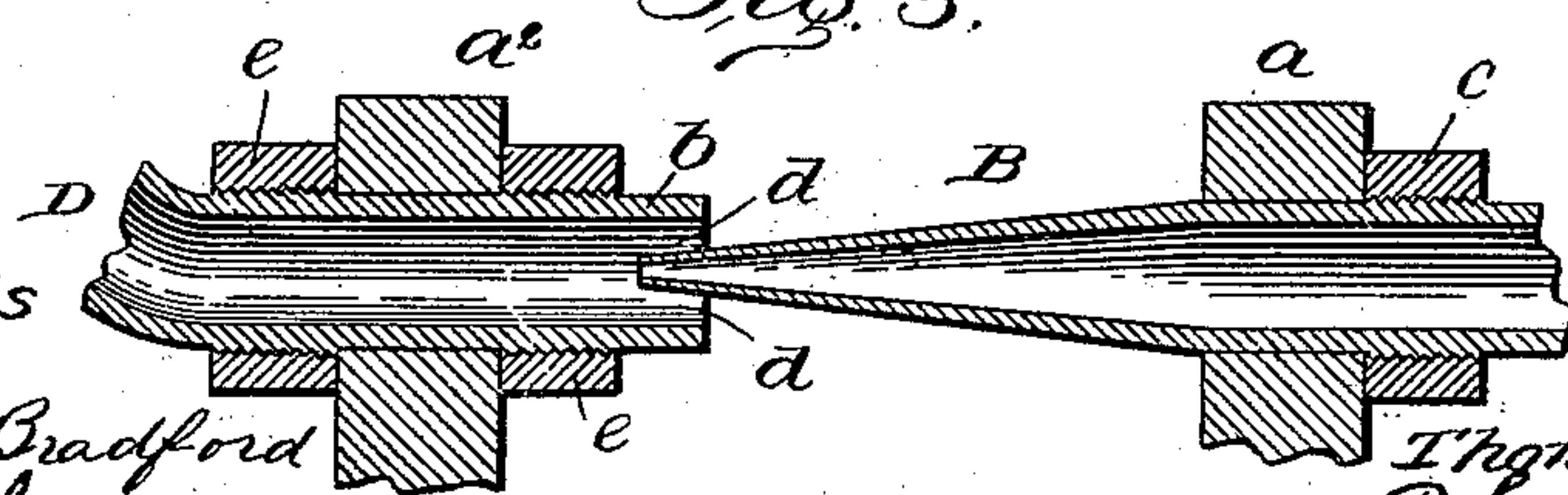


Fig. 3.



Witnesses

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UNITED STATES PATENT OFFICE.

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TRACK-SANDING APPARATUS FOR LOCOMOTIVES.

SPECIFICATION forming part of Letters Patent No. 576,055, dated January 26, 1897.

Application filed November 12, 1896. Serial No. 611,901. (No model.)

To all whom it may concern:

Be it known that I, THOMAS J. HENNESSEY, a citizen of the United States, and a resident of Jackson, in the county of Jackson and State of Michigan, have invented certain new and useful Improvements in Track-Sanding Apparatus for Locomotives; and I do hereby declare the following to be a full, clear, and exact description of the same, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

My invention has relation to improvements in track-sanding apparatus for locomotives, and the object is to provide a simple and effective device for this purpose, and to this end the novelty consists in the construction, combination, and arrangement of the same, as will be hereinafter more fully described, and particularly pointed out in the claim.

In the accompanying drawings the same reference-characters indicate the same parts of the invention.

Figure 1 is a top plan view of my improved sanding apparatus. Fig. 2 is a transverse section through the sand-box of a locomotive, showing my improved sanding apparatus in position; and Fig. 3 is a detail section of the end of one of the blast-pipes.

A represents the ordinary sand-box of a locomotive, and 2 2 are the usual sand-ducts.

C represents a base-plate formed with a series of integral lugs $a a^2$, located in the same transverse plane, and a' represents a similar lug located at a right angle to the plane in which the series $a a$ is arranged.

F represents a central blast-pipe mounted in the bracket a' , and its forward end communicates with a T connection E, to the lateral ends of which are adjustably secured the nipples B B, which are supported in the central lugs $a a$ and adjustably secured in place therein by the jam-nuts $c c$.

The converging outer ends of the nipples

B B extend a short distance into the mouth d of the transverse discharge-pipes D D, their contiguous ends being threaded to receive the jam-nuts $e e$, by means of which the said pipes are adjustably supported in the outer lugs $a^2 a^2$ on the plate C, and the free ends of these pipes D D project into the sand-ducts 2 2, as shown.

The forward end of the blast-pipe F is preferably connected with the reservoir of the air-brake system, and it is provided with the usual cut-off valve within convenient reach of the engine-driver.

The outer ends of the sand-ducts are provided with the usual discharge-pipes (not shown) which conduct the sand to the rails in advance of the driving-wheels, the sand-box A being provided with suitably-screened sand, and when air is admitted to the blast-pipe F the sand is forced by the action of the air-blast through the inlets $d d$ in the pipes into the sand-ducts 2 2 and from there to the rails, as above described.

Having thus fully described my invention, what I claim as new and useful, and desire to secure by Letters Patent of the United States, is—

The sand-box A provided with the lateral sand-ducts 2 2 in combination with the plate C, provided with the integral aligned lugs $a a$ and $a^2 a^2$, and the integral lug a' arranged at a right angle to said aligned lugs, the blast-pipe F supported in the lug a' and provided with the T E, the adjustable nipples B B secured in the lugs $a a$ by the jam-nuts $c c$ in combination with the discharge-pipes D D, having their inner threaded ends adjustably secured in the lugs $a^2 a^2$ by the jam-nuts $e e$, substantially as shown and described.

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

THOMAS J. HENNESSEY.

Witnesses:

JENNIE E. ROOKH,

JAMES A. PARKINSON.