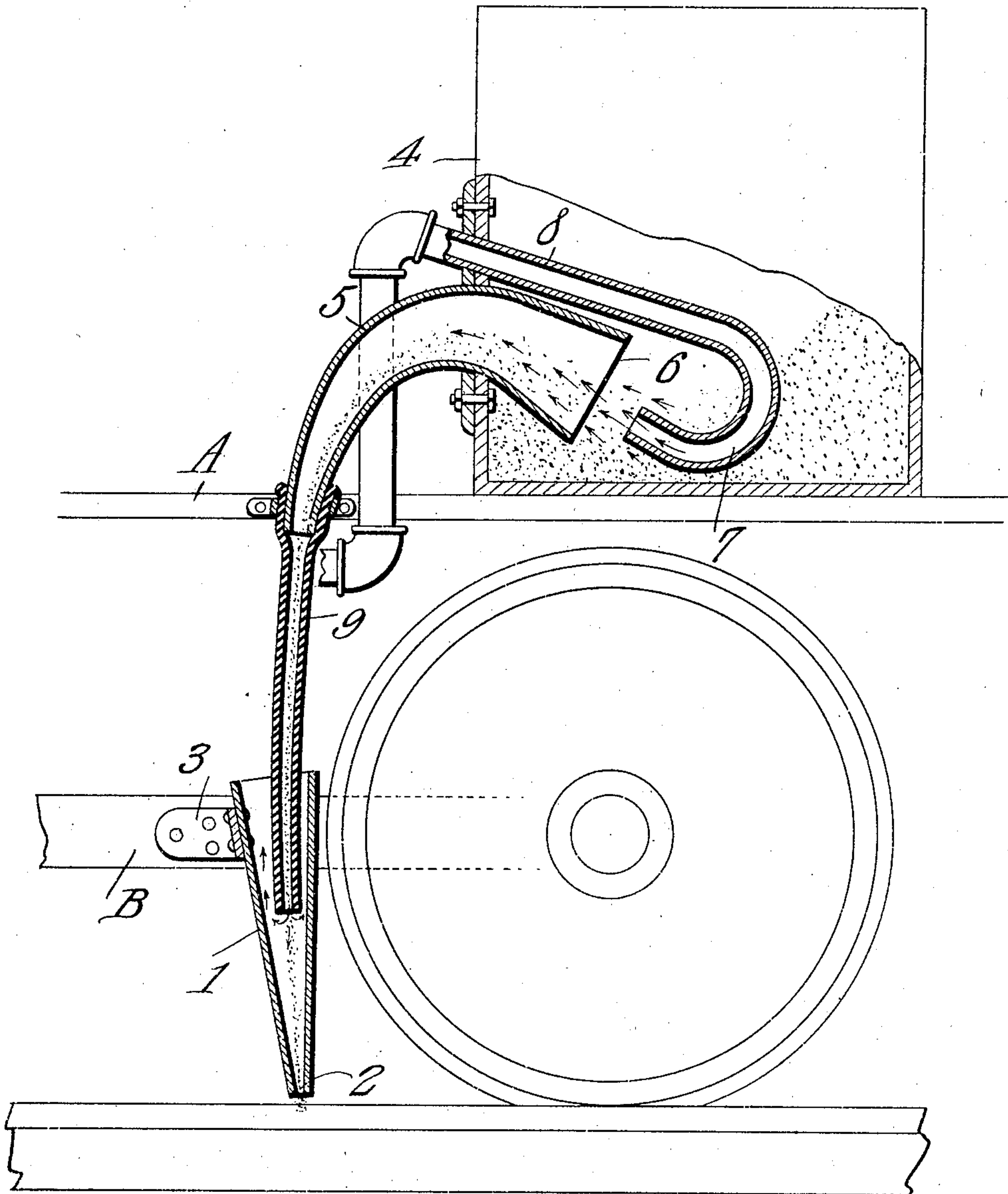


C. P. WHITE.  
 TRACK SANDING APPARATUS.  
 APPLICATION FILED MAR. 15, 1909.

930,008.

Patented Aug. 3, 1909.



Witnesses

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# UNITED STATES PATENT OFFICE.

CHARLES P. WHITE, OF GREENSBORO, NORTH CAROLINA.

## TRACK-SANDING APPARATUS.

No. 930,008.

Specification of Letters Patent.

Patented Aug. 3, 1909.

Application filed March 15, 1909. Serial No. 483,458.

*To all whom it may concern:*

Be it known that I, CHARLES P. WHITE, a citizen of the United States, residing at Greensboro, in the county of Guilford and State of North Carolina, have invented a new and useful Track-Sanding Apparatus, of which the following is a specification.

This invention relates to track-sanding apparatus of that type particularly designed for use in connection with street-cars.

Inasmuch as the sand-receptacle is necessarily carried by some portion of the car body, it has heretofore been found difficult to direct the sand therefrom and on to the track while the car is traveling around a curve, because at such time the relative positions of the wheels and the car body change and any sand-discharging spout extending from the body is thus shifted out of position above the rails.

One of the objects of the present invention is to provide means whereby the sand may be directed positively on to the rails irrespective of the relative positions of the car body and the trucks, flexible means being utilized for conveying the sand from the receptacle to the discharge spout.

A further object is to provide connections of this type particularly designed for use in connection with pneumatic sanding devices.

With these and other objects in view the invention consists of certain novel details of construction and combinations of parts hereinafter more fully described and pointed out in the claims.

In the accompanying drawing the preferred form of the invention has been shown. Said drawing is a view showing the sanding apparatus in section.

Referring to the drawing by characters of reference A designates a portion of a car body and B a portion of a car truck, and secured to the truck is a discharge spout 1 preferably substantially conical in form and having its small end lowermost and provided with an outlet 2 which is arranged directly above the rail on which the adjoining wheel of the car is mounted. This spout 1 is secured to the truck in any preferred manner, preferably by means of a bracket 3 which serves to hold the spout rigidly connected to the truck.

A sand receptacle 4 is located at any suitable point upon the car body and has a discharge nozzle 5 extending through one wall thereof, this nozzle gradually tapering from

its inner to its outer end and being curved from end to end, the intermediate portion of the nozzle being elevated above its ends and the large or receiving end of the nozzle being inclined with relation to the bottom of the car body. This receiving end of the nozzle which has been indicated at 6 is disposed in front of the discharge end of an air nozzle 7 formed at one end of a tube 8 which extends through one wall of the receptacle 4, said tube being bent downwardly upon itself so as to direct a jet of air into the receiving end of the nozzle 5 as indicated by arrows in the drawing. The tube 8 is designed to be attached to any suitable air reservoir which can be located at any desired point upon the car structure and in which air may be compressed in any preferred manner. It is of course to be understood that the discharge of air into the nozzle 7 may be controlled by means of any suitable valve mechanism, which however constitutes no part of the present invention and it is not therefore illustrated.

The small end of the nozzle 5 is extended through the bottom of the car body A and has a flexible tube 9 attached to it, said tube extending downwardly and having its lower end loosely suspended within the spout 1. The tube extends a sufficient distance into the spout to remain therein during all relative movements of the car body and the truck.

In using the apparatus herein described the receptacle 4 is filled with sand and air under pressure is directed through the tube 8 to the nozzle 7. A jet of air is thus discharged into the large receiving end of the nozzle 5, the discharge being of such velocity as to drive a portion of the sand into the nozzle and thence downwardly through the tube 9 to the spout 1. Inasmuch as the spout is tapered downwardly toward its outlet 2 it will be apparent that considerable resistance will be offered to the downward movement of the air discharged from the tube 9 and into the spout. The sand expelled from the tube 9 will drop into the spout, while the air will be dissipated upwardly through the large end of the spout and will not therefore pass downward through the outlet 2 with sufficient velocity to blow the sand off of the rail.

It will of course be understood that various changes may be made in the construction and arrangement of the parts without



departing from the spirit or sacrificing the advantages of the invention.

What is claimed is:—

1. A pneumatic track-sanding apparatus  
5 comprising a sand receptacle, a tapered  
spout curved upwardly therefrom and  
thence downwardly, the ends of said spout  
being below the intermediate portion there-  
of, the large receiving end of the spout being  
10 located within the receptacle, means for  
directing a jet of air under pressure into  
the receptacle and spout, and in an upward  
direction, a discharge spout for attachment  
to a car truck, and a flexible tube extending  
15 from the outer end of the tapered spout and  
projecting into the discharge spout.

2. A pneumatic track-sanding apparatus  
comprising a sand receptacle, a tapered  
spout extending therefrom, said spout  
20 being curved upwardly and thence down-  
wardly, the large end of the spout being lo-

cated within the receptacle, the intermediate  
portion of said spout being located above  
the ends thereof, a reinforcing element sur-  
rounding the spout and secured to the sand 25  
receptacle, a nozzle extending through said  
element and above the spout, said nozzle  
projecting into the receptacle and having a  
curved terminal for directing a blast of air  
upwardly into the large end of the spout, 30  
the end of said curved terminal of the  
nozzle being spaced from the spout, a spout  
for attachment to a car truck, and a flexible  
tube secured to the tapered spout and hang-  
ing loosely within the spout upon the truck. 35

In testimony that I claim the foregoing  
as my own, I have hereto affixed my sig-  
nature in the presence of two witnesses.

CHARLES P. WHITE.

Witnesses:

F. B. RICKS.

E. J. STAFFORD.