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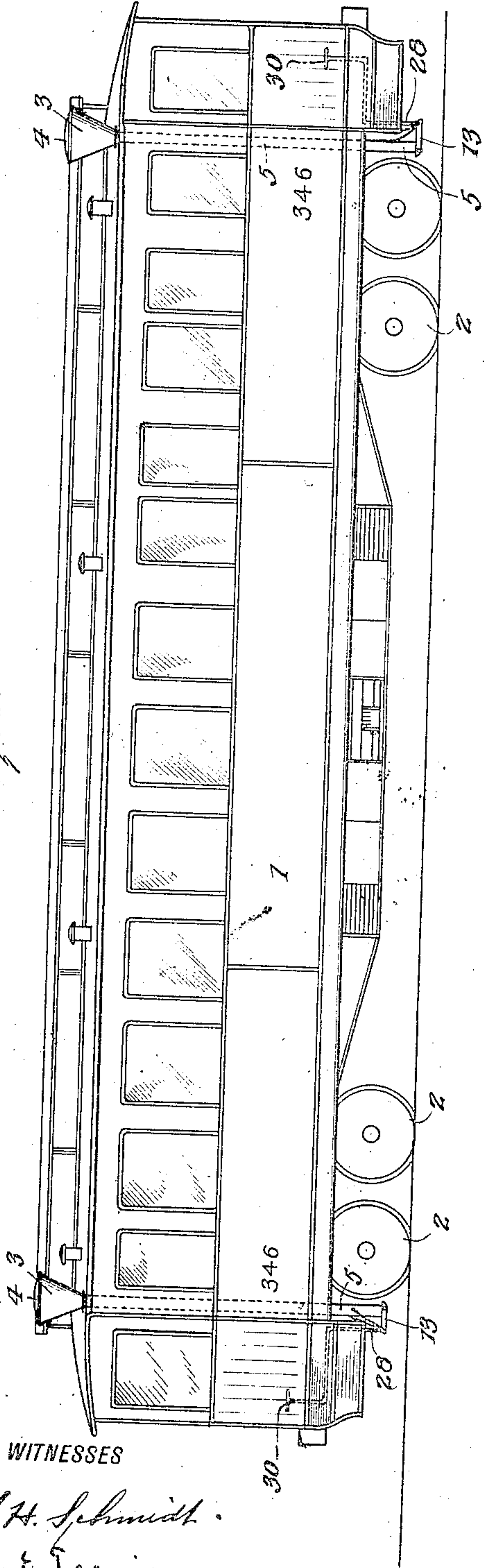
D. TAURIELLO.
TRACK SANDER.

APPLICATION FILED OCT. 4, 1909.

Patented Dec. 14, 1909.

2 SHEETS—SHEET 1.

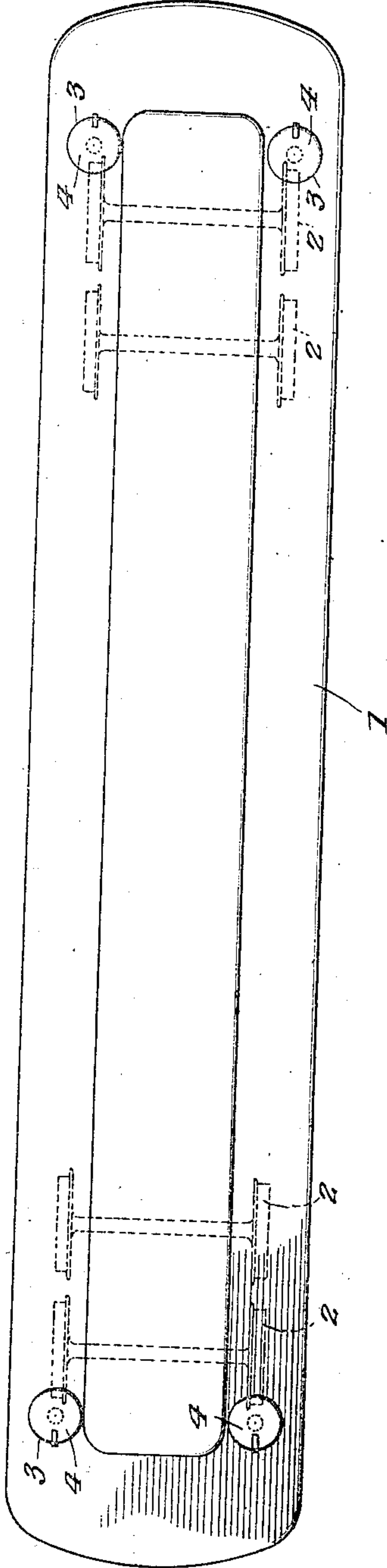
Fig. 1.



WITNESSES

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Fig. 2.



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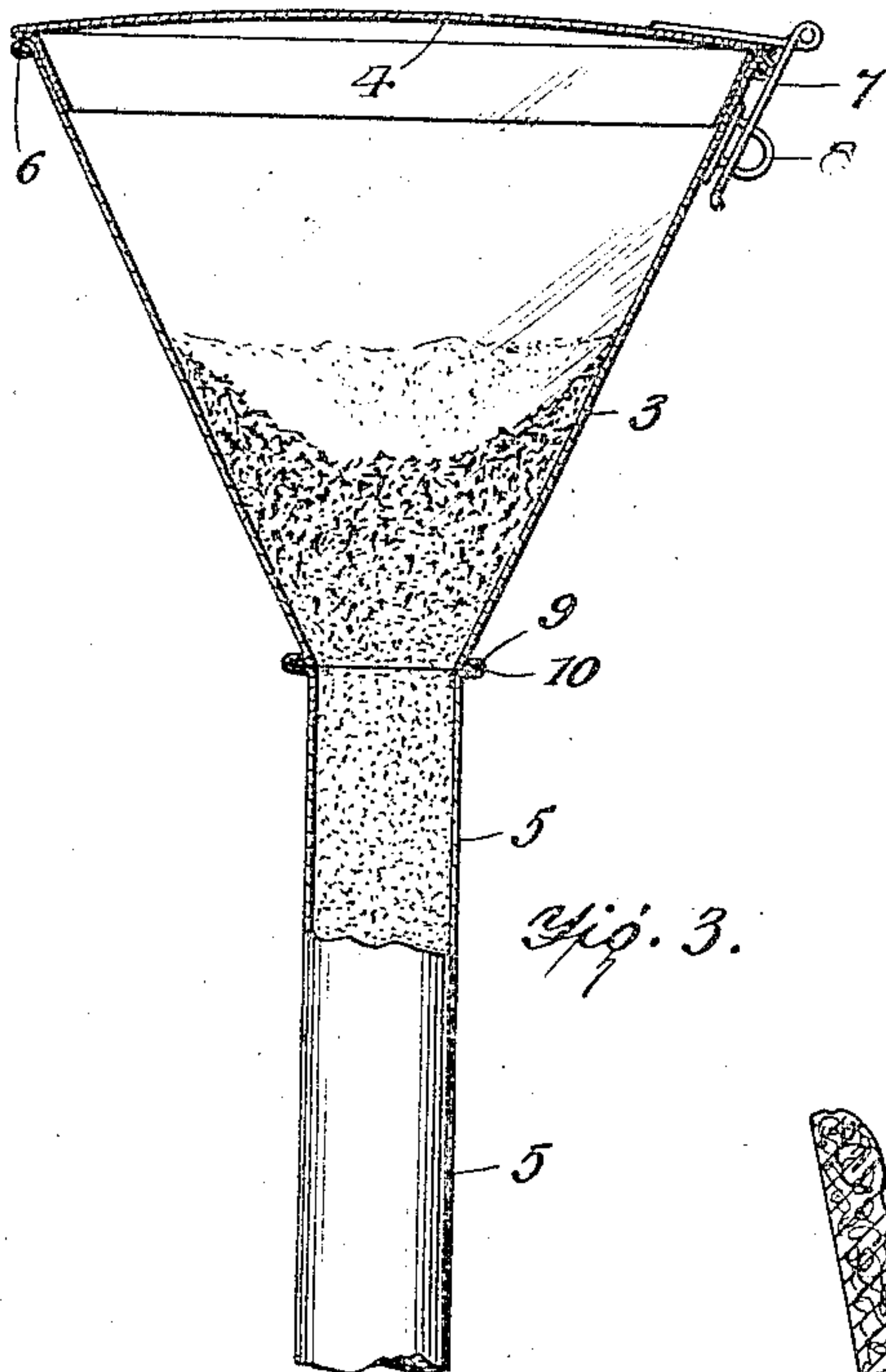


Fig. 3.

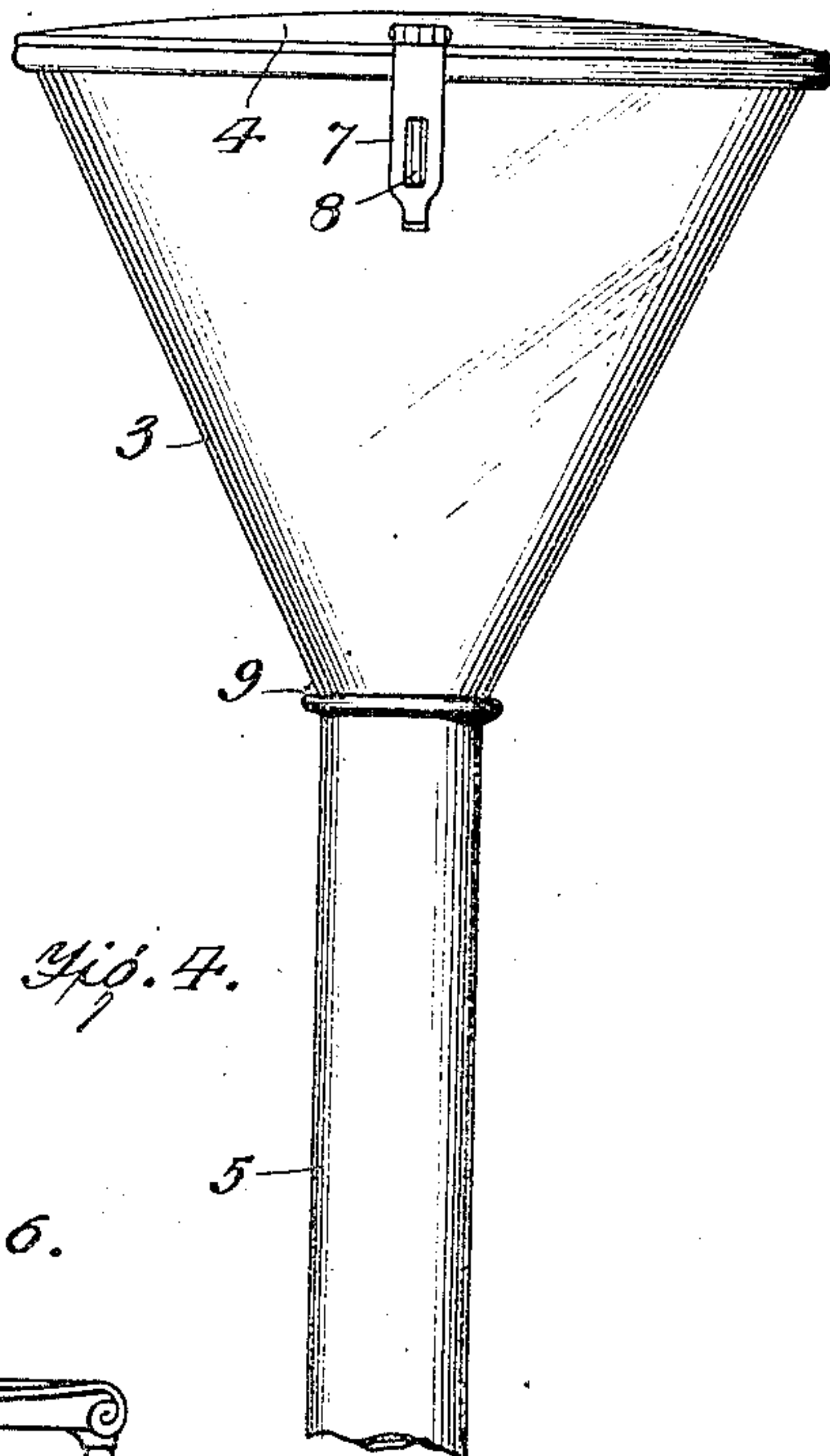


Fig. 4.

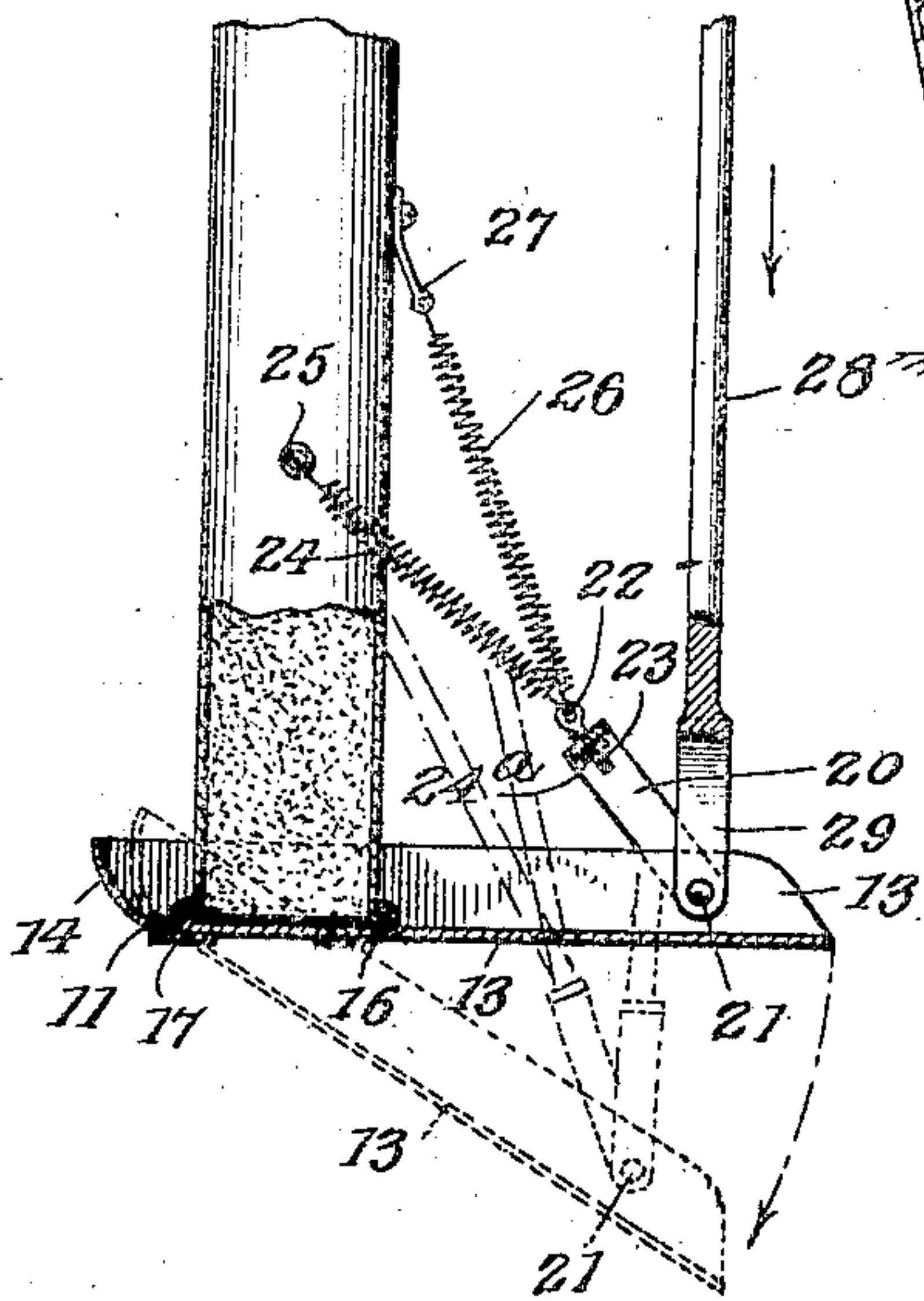


Fig. 5.

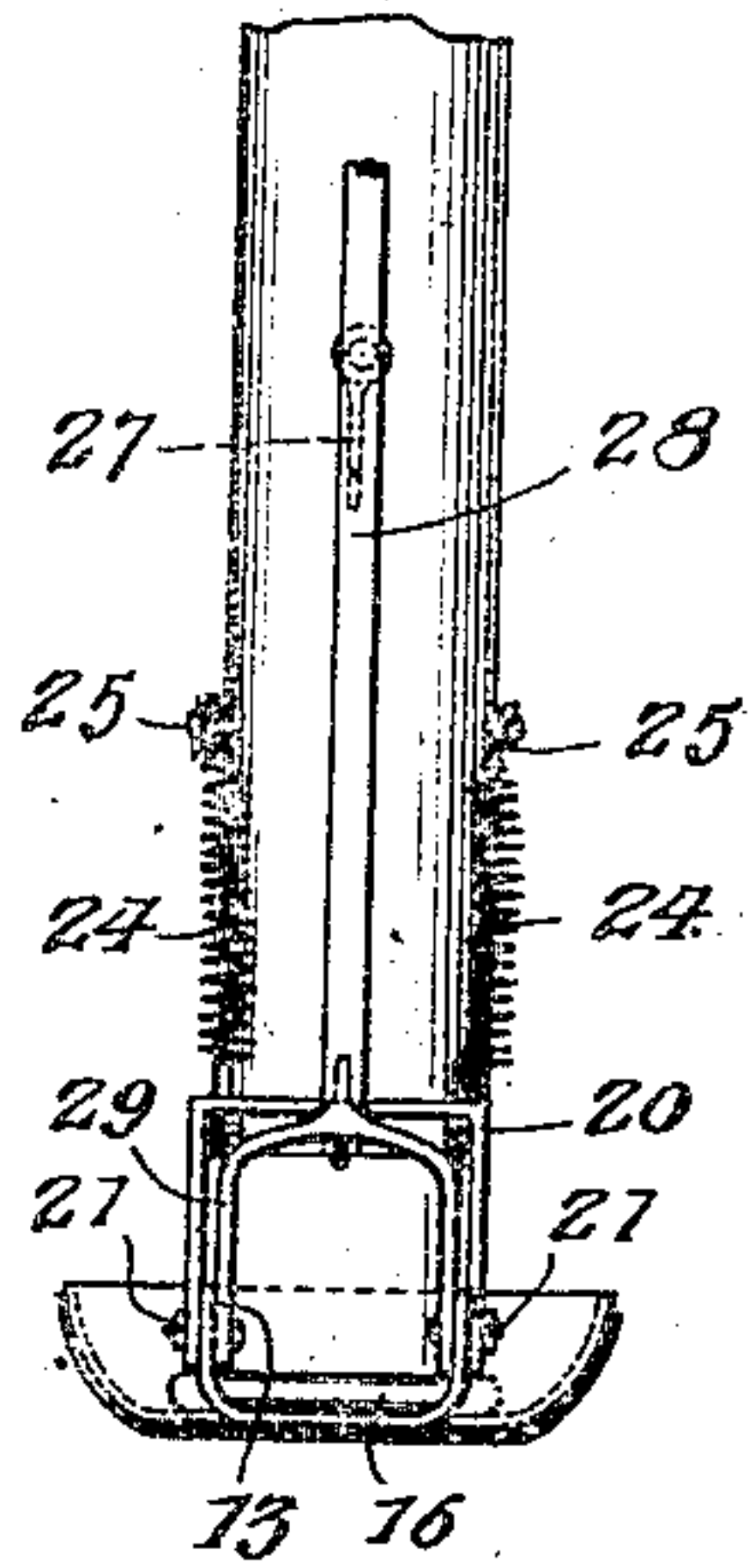
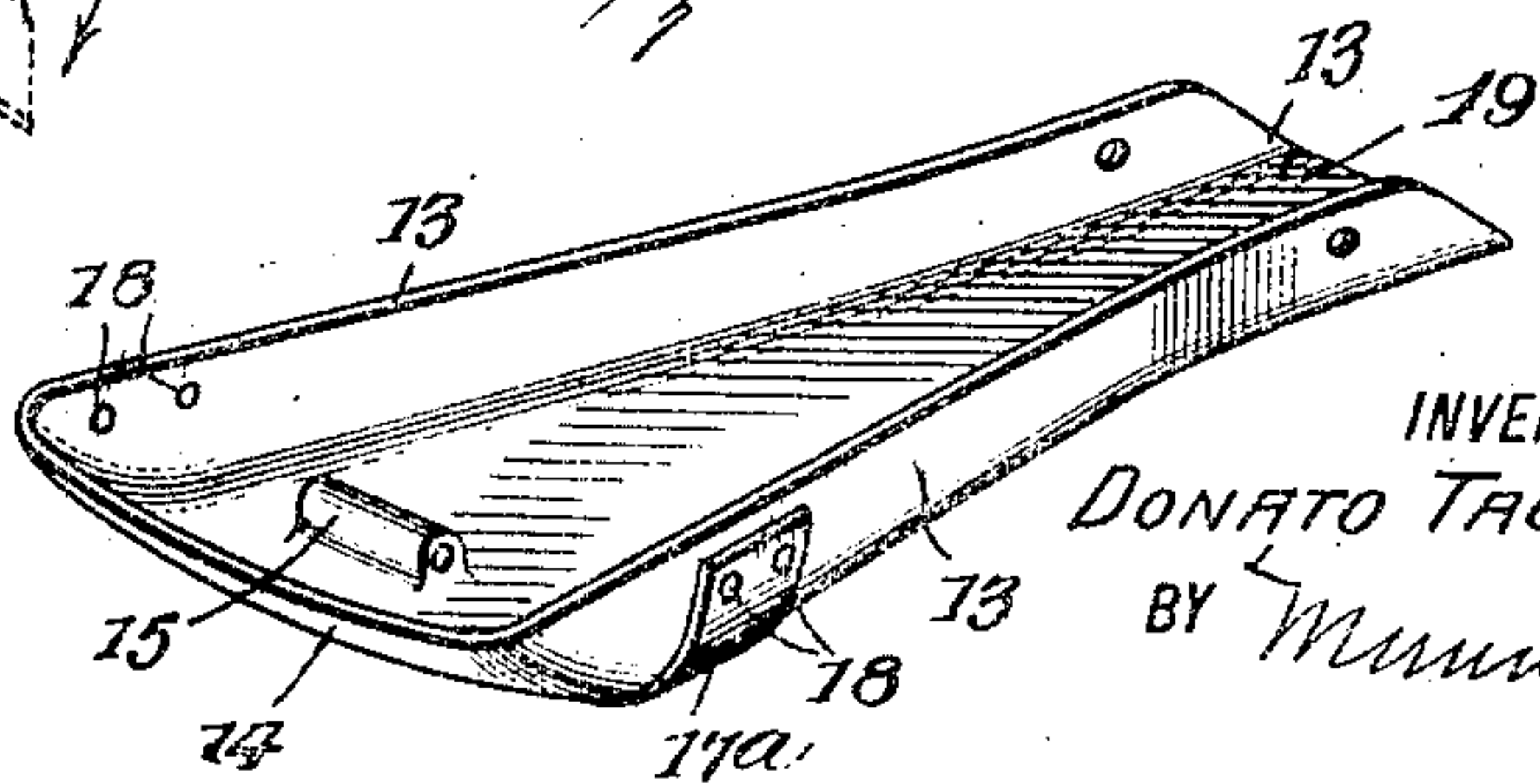


Fig. 6.

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UNITED STATES PATENT OFFICE.

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TRACK-SANDER.

943,487.

Specification of Letters Patent.

Patented Dec. 14, 1909.

Application filed October 4, 1909. Serial No. 520,794.

To all whom it may concern:

Be it known that I, DONATO TAURIELLO, a citizen of the United States, and a resident of Newport, in the county of Newport and State of Rhode Island, have invented certain new and useful Improvements in Track-Sanders, of which the following is a specification.

My invention is an improvement in track sanders, of the class used on cars and consists in certain novel constructions and combinations of parts, hereinafter described and claimed.

The object of the invention is to provide a cheaply constructed and simple track sander for use with passenger cars, so arranged as to be conveniently operated, and easily filled with sand, and which may be applied to existing cars with but little cost.

Referring to the drawings forming a part hereof—Figure 1 is a side view of a car provided with the improvement; Fig. 2 is a plan view of the car; Fig. 3 is a side view partly in section of the sander; Fig. 4 is a view at right angles to Fig. 3, Fig. 5 is a perspective view of the chute or distributor, and Fig. 6 shows a modified arrangement of the sander.

The embodiment of the invention shown in the drawings is shown applied to a car 1, the car being provided with four sanders, one at each corner of the car, and each sander delivers in front of a wheel 2. The arrangement is such, that in whichever direction the car is going, two sanders will be delivering in front of the front wheels. The sanders are alike in construction, and only one will be described. Each sander consists of a hopper 3, having a cover 4, and an outlet pipe 5, and the cover is hinged to the hopper, which is preferably frusto-conical in shape, as at 6, and is provided at its free edge with a hasp 7, which is engaged by a staple 8, whereby the cover may be held in closed position. The outlet pipe 5 is provided with an annular channel 9 at the end adjacent to the hopper, and the hopper with an annular flange 10, which is received in the channel, and the sides of the channel are pressed onto the flange. A chute or distributor is hinged to the bottom of the outlet pipe as at 11, and the said chute as shown in Fig. 5 comprises a plate or sheet 12, having side flanges 13, and one end flange 17 which is continuous with the side flanges, and near the end flange the sheet is provided

with a transversely perforated lug 15. The lower end of the outlet pipe is beaded as at 11, and a reinforcing wire 16 is inserted in the bead, and the wire also passes through the perforation of the lug 15, thus hinging the chute to the pipe. Directly beneath the lug 15 the chute is reinforced by a transverse strap 17^a, secured to the chute by rivets 18, and the outlet end 19 of the chute is contracted from side to side as shown in Fig. 5. A bail 20 is pivoted to the flanges 13 near the outlet end of the chute as at 21, and eyes 22 having threaded stems 23 are inserted through openings in the body portion of the bail, one near each end thereof, and the eyes are secured in place by nuts 24^a engaging the stem. Coil springs 24 are connected with the eyes and with the pipe 5, each spring having its ends hooked and one of the hooks engages the adjacent eye, while the other engages a bolt or rivet 25 on the side of the pipe. Other springs 26 connect the eyes with a bracket 27 on the face of the pipe and intermediate the bolts or rivets 25. A handle comprising a body 28, and arms 29 is provided for opening the chute, the arms being pivoted on the rivets 21 before mentioned, while the body extends upwardly adjacent to the pipe.

The operation of the device is as follows: The hopper is filled with sand, and when it is desired to apply the sand to the track, the handle 28 is depressed to lower the chute or distributor into the position shown in dotted lines in Fig. 3. When the chute is so lowered, the sand passes out at the lower end of the pipe, onto the chute and slips down the same to the outlet end, from whence it passes onto the rail. The handle 28 is connected to a foot plate 30, arranged in the vestibule and extending upwardly through the floor, in position for engagement by the foot of the motorman or brakeman. When enough sand has been applied, the foot is removed from the foot plate and the springs 24 and 26 immediately close the chute. The chute acts both as a distributor and as a door for closing the pipe and the quantity of sand applied may be regulated by opening the door to a greater or less extent.

The pipes 5 are of such length that the hopper is above the roof of the car, in a position that permits easy access for filling and also gives a considerable "head" to the sand so that it will run freely. The shape of the hopper permits the easy filling of the

pipe, the latter being in fact the container and having a flaring mouth, the hopper.

It will be evident that the improved device is very simple both in operation and construction, and that may be applied to existing cars with but slight expense.

If desired, the sander may be arranged beneath a seat 35, as shown in Fig. 6, the construction being the same, however, as when arranged above the car.

I claim:—

1. The combination with the car of a plurality of sanding devices, one at each corner of the car and delivering in front of the adjacent wheel, each of said devices comprising a substantially cylindrical container having a flaring mouth, a cover hinged to the free edge of the mouth for closing the same, a hasp on the cover and a staple on the container for engagement by the hasp, a distributor at the lower end of the container, said distributor comprising a plate having a flange at one end, and flanges at its sides, and being contracted laterally toward the open end, a hinge connecting the plate to the container, a bail pivoted to the side flanges of the plate, springs connected to the bail and to the pipe, a handle having a fork where arms are pivoted to the flanges, and a foot plate connected with the handle and extending above the platform of the car, the flaring mouth of the container extending above the roof of the car.

2. The combination with the car, of a container at each corner thereof and having a flaring mouth extending above the roof of the car, a cover hinged to the container and normally closing the mouth, the lower end

of the container extending in front of the adjacent wheel and a distributor at the bottom of each container, each of said distributors comprising a plate hinged to the lower end of the container, said plate being extended toward the wheel and contracted laterally, the sides and opposite end of the plate being flanged outside of the container, springs normally retaining the distributor closed, and a handle having a foot plate extending above the platform for opening the same.

3. The combination with the car, of a container at each corner thereof, and having a flaring mouth extending above the roof of the car, a cover hinged to the container and normally closing the mouth, the lower end of the container extending in front of the adjacent wheel, and a distributor at the bottom of each container, each of said distributors comprising a plate hinged to the container and normally closing the container, springs retaining the plate closed, and a handle having a foot plate extending above the platform for opening the same.

4. The combination with the car, of a container at each corner thereof, and having a flaring mouth extending above the roof of the car, a cover hinged to the container and normally closing the mouth, the lower end of the container extending in front of the adjacent wheel, and a distributor at the bottom of each container.

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Witnesses:

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