(No Model.)

H. F. ROONEY.

SANDING DEVICE FOR CARS.

No. 524,735. Patented Aug. 21, 1894.

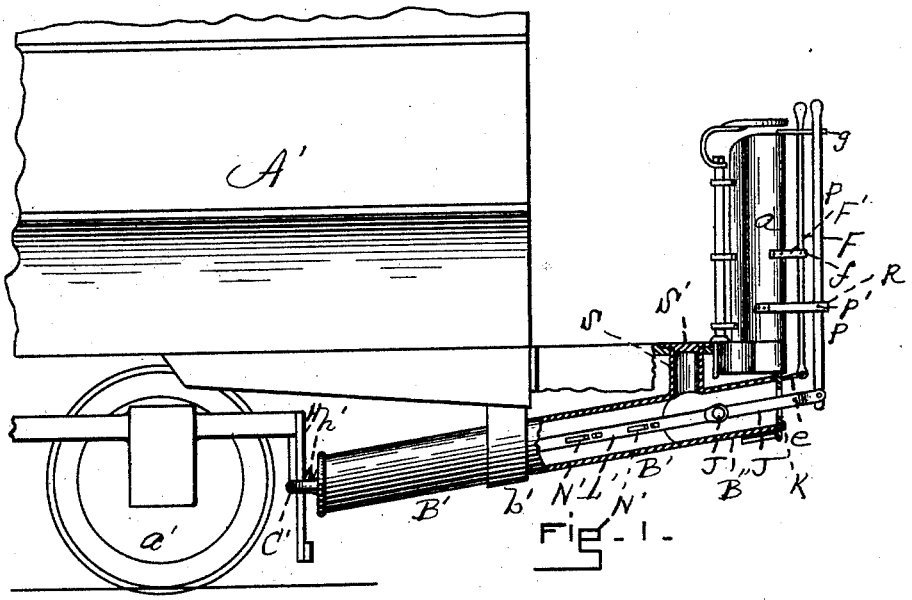

FIG. 1.

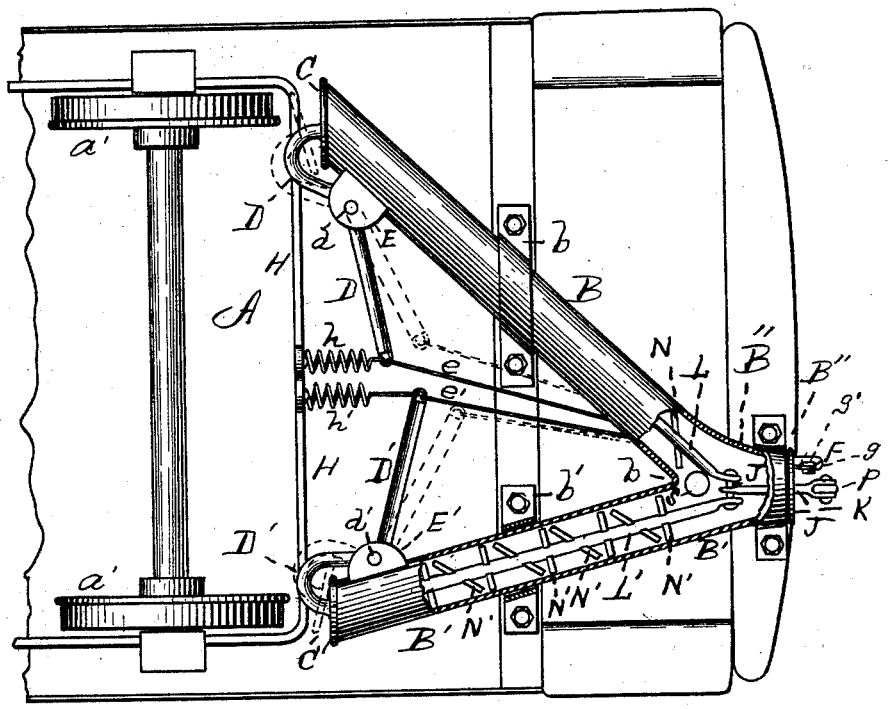

FIG. 2.

WITNESSES

J. M. Hartnett

E. A. Woodbury

INVENTOR

Henry F. Rooney

By his Attys

Henry W. Williams.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

HENRY F. ROONEY, OF RANDOLPH, ASSIGNOR OF ONE-HALF TO MARY CHISHOLM, OF BOSTON, MASSACHUSETTS.

SANDING DEVICE FOR CARS.

SPECIFICATION forming part of Letters Patent No. 524,735, dated August 21, 1894.

Application filed April 13, 1894. Serial No. 507,383. (No model.)

To all whom it may concern:

Be it known that I, HENRY F. ROONEY, a citizen of the United States, residing at Randolph, in the county of Norfolk and State of Massachusetts, have invented a new and useful Improvement in Sanding Devices for Cars, of which the following is a specification.

This invention relates to a device whereby the driver of a street car, more particularly a car driven by other than horse power, such as cable, or electricity, is enabled to quickly and conveniently distribute sand on the track in front of the driving wheels whenever there is danger of their slipping by reason of the smoothness or slipperiness of the track rails. And the invention consists in the novel construction and arrangement of parts hereinafter described, and illustrated in the accompanying drawings, whereby the sand may be distributed quickly, freely and certainly, and at a comparatively small expense.

Figure 1 is a view partly in side elevation and partly in longitudinal vertical section, of a car provided with my apparatus. Fig. 2 is a plan view of the under side with a part of my device shown in horizontal section.

Similar letters of reference indicate corresponding parts.

A represents the bottom of a car, A′ the sides, *a* the dash-board, and *a′* the wheels.

B B′ are sand conducting tubes whose rear ends are in front of the car wheels and which incline upward and converge at *b* into one tube B″ whose mouth is substantially flush with the dash-board. These sand tubes are secured by hangers or straps *b′* to the under side of the car, and their rear ends are provided with clappers or closures C C′ which are rigidly secured to the curved elbow levers D D′ pivoted at *d d′* to ears E E′ extending from the tubes. The inner ends of the levers D D′ are connected by wires or rods *e e′* with the lower end of a lever F pivoted at *f* to a bar F′ extending from the dash-board, the upper end of said lever being adapted to be caught in teeth *g′* in a catch *g* extending from the dash-board. Springs *h h′* connect the levers D D′ with the bar H or any convenient stationary portion of the car.

To allow the escape of sand, the upper end of the lever F is pulled toward the dash-board thus pulling the wires *e e′* forward and drawing the clappers or closures C C′ from the rear ends of the sand tubes B B′. When the handle F is released, the springs *h h′* act to close the sand tubes, or the lever F may be caught in a tooth *g′* and allow a continuous flow of sand.

In order to allow the sand to be agitated or loosened in the tubes, so as to prevent caking, &c., an anchor shaped piece J extends through a suitable opening in the head or cap K at the front end of the tube B″, and has pivotally secured to its arms shaker rods L L′ extending into the tubes B B′ said shaker rods having shakers or agitators N N′ extending across at different angles. The front end of the anchor shaped piece or rod J is pivotally secured to the lower end of a lever P pivotally secured at P′ to an arm R extending from the dash-board. By this means, the driver can, by vibrating the lever P, work the shakers in the sand tubes, and keep the sand loose.

The sand is poured into the tube B″ through a pipe S, by lifting a trap S′.

Having thus fully described my invention, what I claim, and desire to secure by Letters Patent, is—

The herein described improved sanding device for cars, comprising the sand tubes B B′ uniting in front in a single tube B″, the closures C C′ at their rear ends actuated by the levers D D′, the rods or wires extending from said levers to an actuating lever in convenient position for the driver, the springs *h h′* holding the closures normally against the mouths of the sand tubes, and the shaking devices L L′ N N′ extending longitudinally in the sand tubes and with their front ends secured to a rod or bar connecting with an actuating lever in convenient position for the driver, substantially as set forth.

HENRY F. ROONEY.

Witnesses:
HENRY W. WILLIAMS,
J. M. HARTNETT.