UNITED STATES PATENT OFFICE.

EDWARD N. SCHULTZ, OF GLENS FALLS, NEW YORK.

RESURFACING-PAINT.

SPECIFICATION forming part of Letters Patent No. 564,901, dated July 28, 1896.

Application filed August 9, 1894. Serial No. 519,906. (No specimens.)

To all whom it may concern:

Be it known that I, EDWARD N. SCHULTZ, a citizen of the United States, residing at Glens Falls, in the county of Warren and State of New York, have invented certain new and useful Improvements in Resurfacing-Paint for Carriages, Cars, &c., of which the following is a specification.

The object of my invention is to provide a composition for resurfacing carriages, cars, &c., adapted to be applied over the old cracked paint and varnish work, and that will at the same time provide an elastic and durable surface admitting of a brilliant polish.

The advantages of my compound are that in allowing the old coating to remain it saves time and also obviates the use of heat upon the surface of the carriage or car, and thereby avoids the springing of joints and the loosening of parts always consequent upon the application of the high degree of heat necessary to effect the removal of the old coating; that it requires fewer coatings than other similar compounds now in use, which is another great saving of time, and that together with these advantages it gives a surface of great durability and elasticity capable of a high polish.

My resurfacing compound is composed of the following ingredients combined in the proportions stated, viz: black keystone mineral, dry, two pounds; pulverized litharge, one pound; pure dry white lead, finely ground, in pure linseed oil, thick, one pound; pumice-stone, fine, one-half pound; carriage-rubbing varnish, first class, one pint; gold-size, japan, one pint; pure turpentine, one pint. These ingredients are preferably combined in the following manner: The keystone mineral, the pulverized litharge, and the pumice-stone are first mixed together, and to this is added the white lead ground in linseed-oil, which forms one compound. The carriage-rubbing varnish, the gold-size, and the turpentine are then thoroughly mixed, forming another compound. The two compounds thus obtained are then combined and stirred to the consistency of heavy-flowing varnish. The whole is then covered tightly and let stand twenty-four hours, and if it is then too thick for use it can be reduced with the liquid compound composed of the rubbing-varnish, gold-size, and turpentine.

The preferred manner of using my resurfacing compound is as follows: The cracked carriage or other surface to which the resurfacing compound is to be applied should be well cleaned with turpentine to remove grease and ammonia. The surface should then be lightly sandpapered to smooth the edges of cracks in the old paint-surface in order that my resurfacing compound may enter. My resurfacing compound should then be applied, and after the first coating should be left to dry twenty-four hours. The surface may then be gone over with putty, after which another coating of the resurfacing compound should be applied and a period of twenty-four hours allowed for it to dry. After a third coating of my resurfacing compound has been applied a period of six days should elapse, and then the surface should be carefully rubbed with lump pumice-stone and water. Then, after having been allowed to stand for twenty-four hours, it should be thoroughly cleaned, made smooth with No. 1 sandpaper, and dusted off. The surface is then ready for the application of ivory drop-black or any other color desired, and after this is dry two coats of coach-rubbing varnish should be applied, and when dry should be rubbed with ground pumice-stone and water, and after twenty-four hours the surface should be washed with chamois skin and water, and then the last coat of wearing body-varnish should be applied.

I wish to call attention to the fact that my refacing compound saves the time and trouble required to remove the old cracked paint or varnish surface by heat or abrasion, and at the same time yields a surface that will not permit the old cracks to show through in the short space of time that is usual where the old paint-surface is not removed, but that will retain a high polish of equal durability with the original paint-surface.

The black mineral is a shale-like substance found in Pennsylvania and is finely pulverized. An analysis shows it to be composed mainly of silica, alumina, and carbon.

What I claim as new, and desire to secure by Letters Patent, is—

A paint compound for resurfacing carriages, cars, &c., compounded of the following ingredients: black keystone mineral, litharge, dry white lead ground in linseed-oil, pumice-stone, varnish, gold-size and turpentine, all being mixed together in about the proportions set forth.

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

EDWARD N. SCHULTZ.

Witnesses:
WM. HENRY LEE,
LOUIS P. BAYLE.