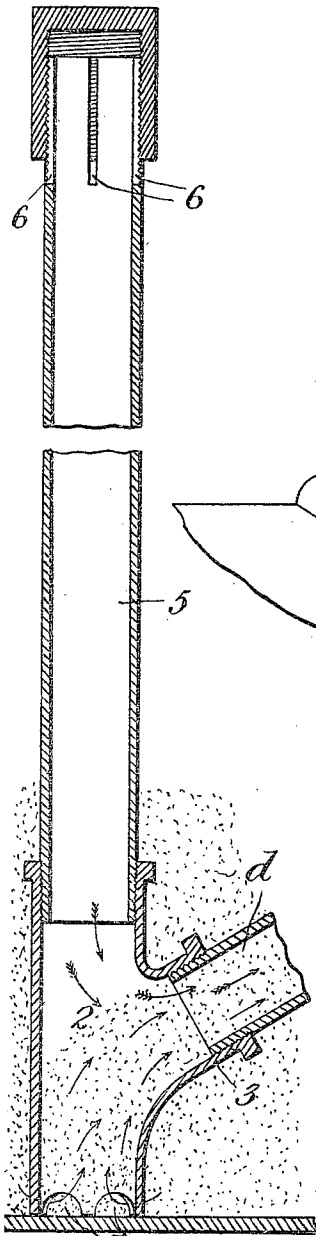


W. A. PITT.
 TRACK SANDER.
 APPLICATION FILED JAN. 21, 1910.

959,596.

Patented May 31, 1910.

Fig. 3.



Witnesses

Superintendent
of the Road

Fig. 1.

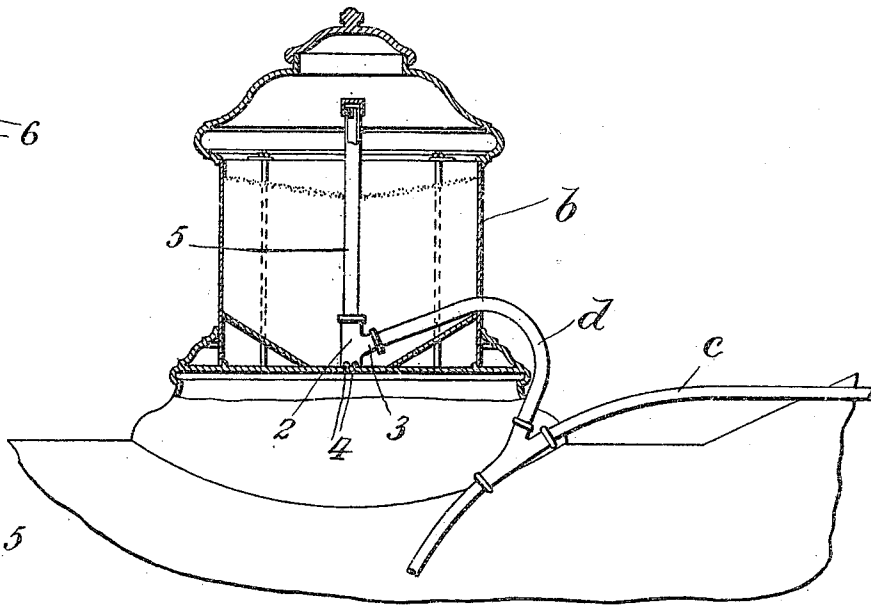


Fig. 2.

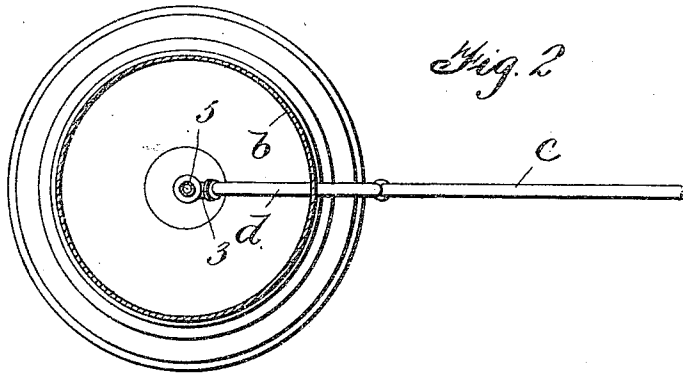
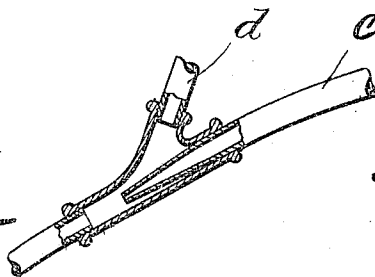


Fig. 4.



William A. Pitt
 Inventor
 By Attorney
John W. Maw

UNITED STATES PATENT OFFICE.

WILLIAM ALEXANDER PITT, OF MONTREAL, QUEBEC, CANADA, ASSIGNOR OF THREE-
FOURTHS TO SIDNEY SMITH UNDERWOOD, OF MONTREAL, CANADA.

TRACK-SANDER.

959,596.

Specification of Letters Patent.

Patented May 31, 1910.

Application filed January 21, 1910. Serial No. 539,392.

To all whom it may concern:

Be it known that I, WILLIAM ALEXANDER PITT, of the city of Montreal, in the Province of Quebec, Canada, have invented certain new and useful Improvements in Track-Sanders; and I do hereby declare that the following is a full, clear, and exact description of the same.

My invention relates particularly to vacuum track sanders operated by the suction created by the flow of a motive fluid through a pipe a branch from which leads to the sander and acts directly upon the sand, and it has for its object to facilitate the flow of the sand under the suction created as above.

The invention may be said to consist of the particular construction and combination of parts hereinafter described and pointed out in the claims.

For full comprehension, however of my invention reference must be had to the accompanying drawings, forming a part of this specification, in which similar reference characters indicate the same parts and wherein—

Figure 1 is a transverse vertical sectional view of my improved sander for a locomotive; Fig. 2 is a plan view thereof. Fig. 3 is an enlarged sectional view of the air chamber; and Fig. 4 is an enlarged detail sectional view of the union between the motive fluid pipe and suction branch.

The sand box *b* may be of any preferred construction, the motive fluid pipe *c* being connected to a source of compressed air or steam (not shown) and a branch *d* leads from this pipe and communicates with a suction chamber in the sand box and in communication with the atmosphere. This chamber is preferably fixed to the bottom of the sand box and it is of cylindrical form with sand intake ports in its lower end and an air intake near its top, while its height is sufficient to extend above the body of sand in the box and the air intakes are in aggregate capacity just sufficient to supply a small quantity of air to mingle with the sand and prevent it packing in the delivery pipe thus insuring a freedom of flow not affected by wetness of the sand.

My improved track sander is equally applicable to locomotive and street car sanders.

My preferred construction comprises a pipe casting 2 with a branch connection 3, and sand intake openings 4 in its bottom, a vertical air intake pipe 5 being screwed into the upper end of the casting and having slits 6 in its top and a cover screwed down over the slits to regulate the air intake capacity of these slits. The branch pipe *d* is connected to branch connection 3.

What I claim is as follows:—

1. In a track sander the combination with a sand box, of a suction chamber located within the sand box and adapted to communicate with the body of sand in the box, a suction pipe leading from the chamber, and an air supply pipe connected to the said chamber at a point above the sand communication for the purpose of causing a vortex of air and sand within the chamber.

2. A track sander comprising in combination with a sand box and a motive fluid pipe with a suction branch, a pipe casting fixed to the bottom of the interior of the sand box and having sand intake ports in its lower portion, a vertical pipe screwed into the top of the casting, a cap upon the top of each vertical pipe, and the said pipe and cap being constructed and arranged to permit air to enter the pipe.

3. A track sander comprising in combination with a sand box and a motive fluid pipe with a suction branch, a pipe casting fixed to the bottom of the interior of the sand box and having sand intake ports in its lower portion, a vertical pipe screwed into the top of the casting and having slits in its top, and a cap screwed upon the top of such vertical pipe.

In testimony whereof, I have signed my name to this specification, in the presence of two subscribing witnesses.

WILLIAM ALEXANDER PITT.

Witnesses:

WILLIAM L. McFERT,
FRED. J. SEARS.